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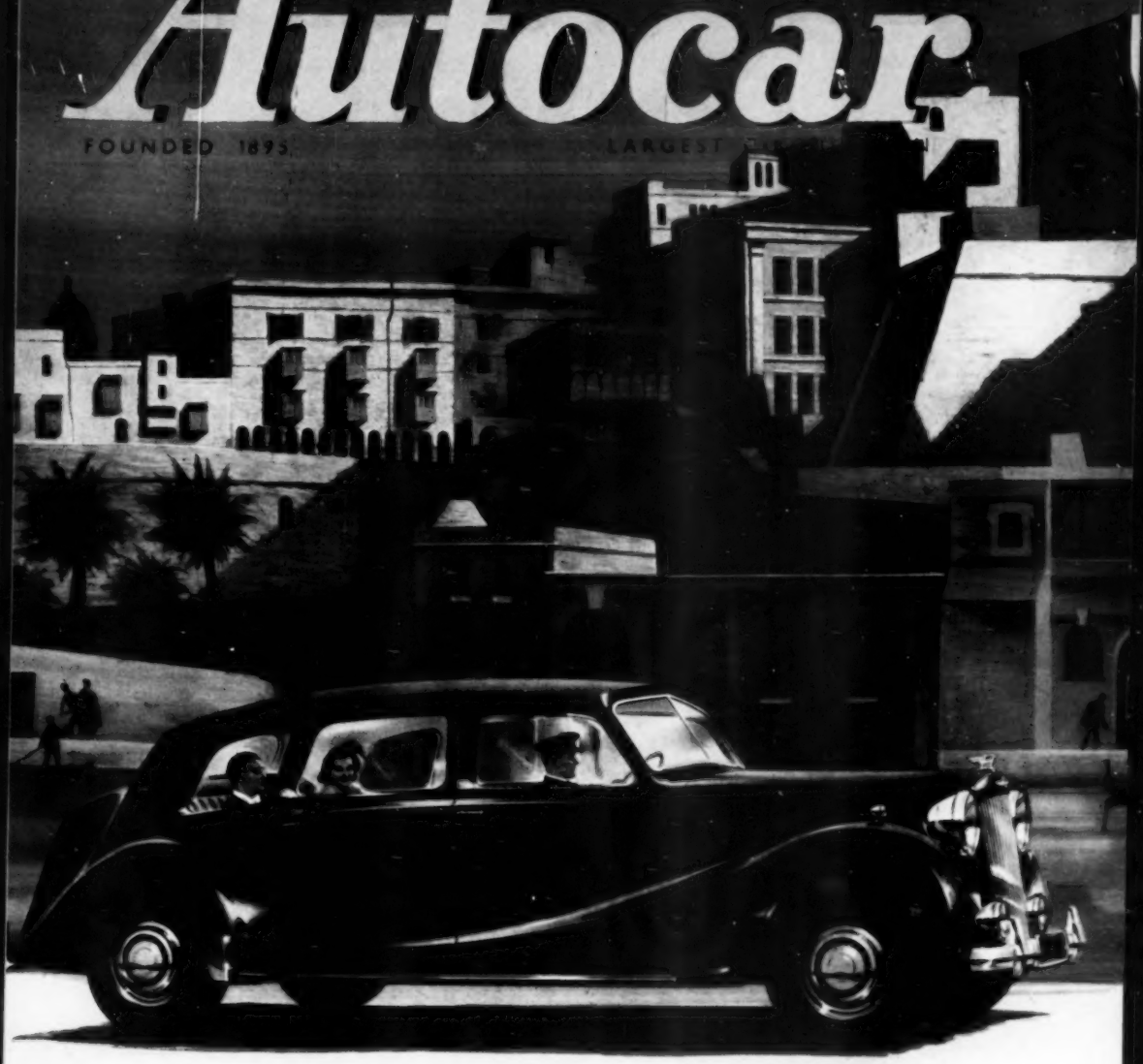

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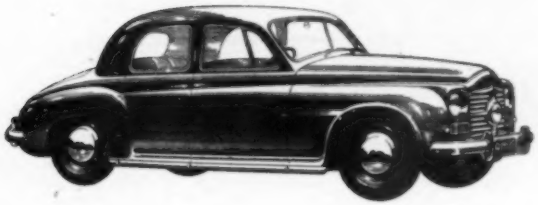

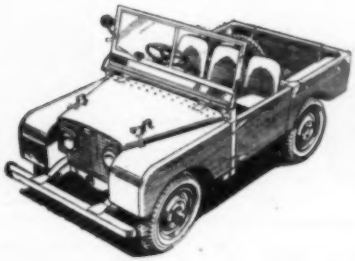

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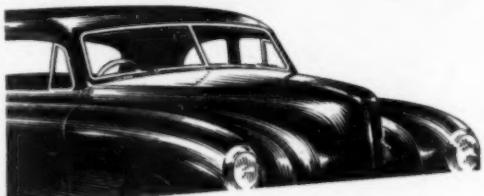

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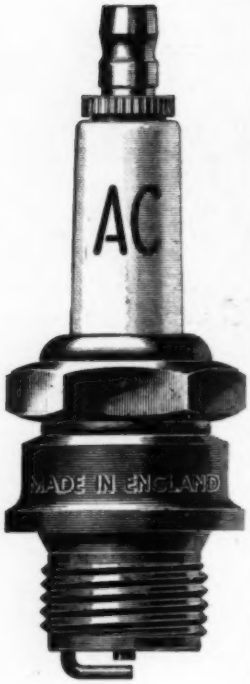

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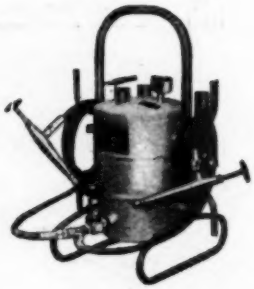

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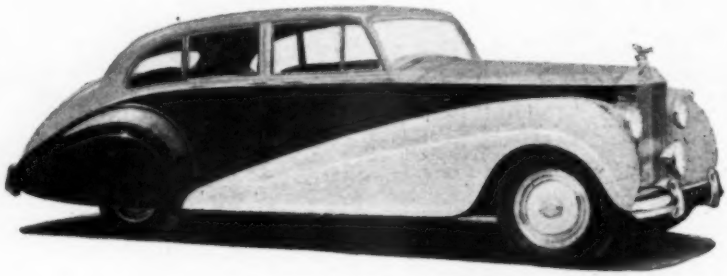

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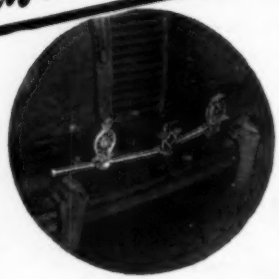

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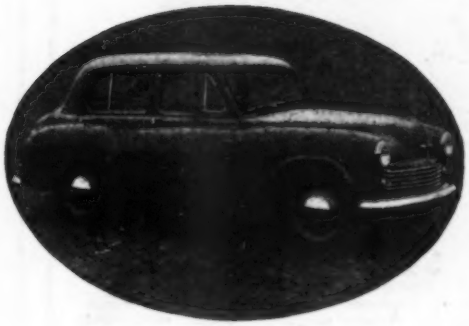

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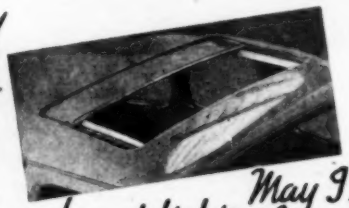

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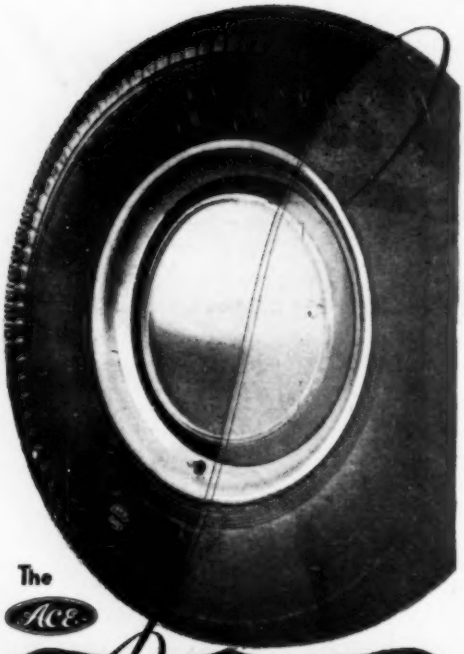

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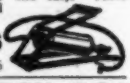

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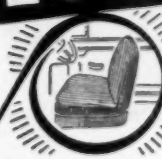

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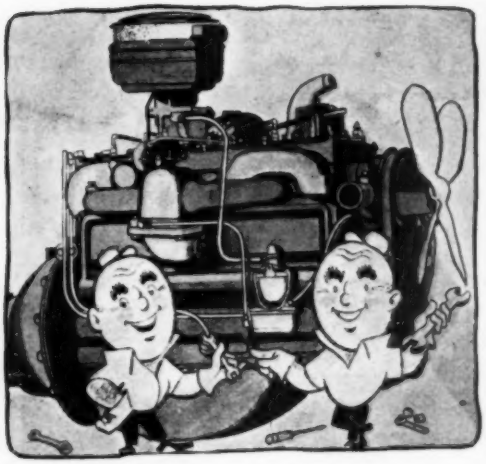

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3rd	E. J. NEWTON	FRAZER-NASH	83·58 m.p.h.

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SILVERSTONE, 5th May, 1951

INTERNATIONAL TROPHY

Heat 1	**1st**	J. M. Fangio	Alfa Romeo
Heat 2	**1st**	G. Farina	Alfa Romeo

PRODUCTION CAR RACE

750 c.c.	**1st**	G. Wilkins	Dyna-Panhard
1100 c.c.	**1st**	J. M. Sparrowe	Morgan
1500 c.c.	**1st**	R. W. Jacobs	M.G.
2000 c.c.	**1st**	T. A. D. Crook	Frazer Nash

500 c.c. RACE

1st E. Brandon Cooper

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HOLLAND–APRIL 1951

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Silverstone Meeting, May 5th
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1st	R. Parnell	Aston Martin	81.42 m.p.h.
2nd	G. F. A. Gale	Healey	77.61 m.p.h.
3rd	A. J. Stokes	Healey	75.74 m.p.h.
4th	P. J. Simpson	Healey	74.12 m.p.h.

OVER 3,000 c.c. CLASS

1st	Stirling Moss	Jaguar	84.50 m.p.h.
2nd	C. J. P. Dodson	Jaguar	83.65 m.p.h.
3rd	J. D. Hamilton	Jaguar	83.15 m.p.h.
4th	G. H. Wicken	Jaguar	82.58 m.p.h.

(Subject to Official Confirmation)

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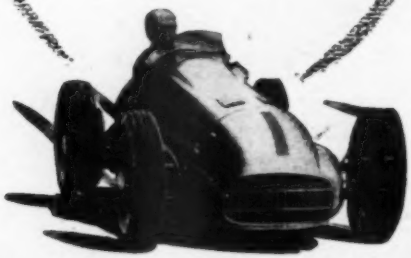

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DIVISION 2

finishing

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In over 3,000 c.c. class

AND WINNING DIVISION 2 TEAM PRIZE

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APRIL 23rd—28th

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General Classification and over 1,500 c.c. Class

1st & 2nd

APRIL 16th—19th

RALLYE DU SOLEIL

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1st, 2nd, 3rd & 4th

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The Autocar
FOUNDED 1895

No. 2893 FRIDAY, MAY 11, 1951 Vol. XCVI

Parking Lights

NO perceptible improvement in night parking conditions has resulted from the decision to permit parking without lights in certain streets and subject to the approval of the local police. The main reasons for this are that such parking places are not clearly marked, and there is rarely a constable available for an opinion at the precise moment that a motorist wishes to park. In the meantime, owners of modern cars must continue to leave them with parking lights aglow in a fair imitation of a Christmas tree. The sight gives them no satisfaction, because it invariably means that any prolonged period under such an excess of illumination will be shown by protest on the part of the battery. Summer nights make things easier, because long daylight hours give time for charging, but the winter is regarded with apprehension.

We are well aware that the provision of dual rear lamps is a good safety measure and kills the two birds of home and export requirements with one stone, but need a third bulb be so frequently used to illuminate the number plate? And is it not time to follow the good example of the French, both legally and in design? Parking lights on one side of the car only are permitted over the Channel, and French cars are usually fitted with single-bulb lamps showing yellow to the front and red to the rear unless the wiring of the car is so arranged that side and tail lamps on one side only can be left on for parking. If the single bulb of the former type of lamp is compared with the seven that are left alight for parking purposes on a certain well-known British car, the advantages in terms of ampère-hours are obvious.

Let us, for everyone's sake, call a halt to this extravagance. The Government can surely be persuaded to amend the law regarding parking lights if the industry makes the necessary recommendations, and the alteration involved to existing wiring is not difficult. The reluctance with which the British part with bad practices merely because they are long-standing is irritating to the native and incomprehensible to the foreigner.

Washed Out

BRITISH weather did its worst at Silverstone last Saturday, and the disappointment of drivers, organizers and spectators at the sorry result—a washed-out Formula 1 final—deserves every sympathy. The action of the stewards in calling off the race must be approved; at Grand Prix speeds such weather raises the risk rate to an unjustifiable level.

Where argument is likely to ensue is over their decision to award the trophies according to the order at the moment of stoppage. Victory in a Grand Prix does not necessarily go to the car which gets out in front in the first few laps. The problem lies in staying there until the end, and naturally none of the participants on Saturday was driving in the knowledge that the race would be over in six laps. It is difficult, however, to suggest any other satisfactory alternative. The obvious one is that the trophies should have gone to heat winners, but here again similar objections apply. Fangio won the first heat at 91.38 m.p.h., Farina the second at 93.35 m.p.h. But it does not follow that, if both these drivers had been in the same heat, the Argentinian would have been second to the Italian.

In such circumstances as applied at Silverstone the British attitude to victory in sporting events reasserts its value. "The game's the thing"—and not necessarily is victory of paramount importance. Unfortunately, national prestige is nowadays inseparably linked with motor racing, and an unfortunate results list may be taken hardly by many whose understanding of the sport is less than complete. The fact suggests another alternative course of action in such circumstances; that is, to avoid implying the winner by not awarding the trophies at all. Such a result ensues when a football match is washed out, and it has much to commend it.

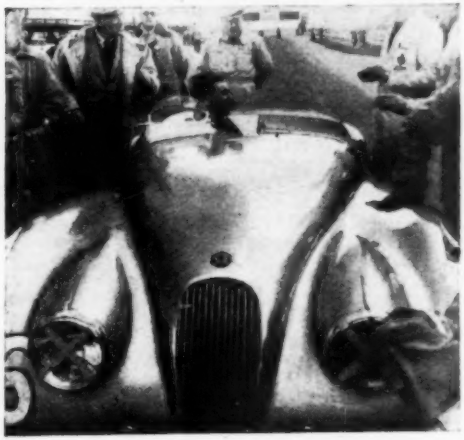
SILVERSTONE WATERSPOUT

INCREDIBLE WEATHER CHANGE BRINGS BRILLIANT MEETING TO ABRUPT STOP

NEVER before, even at Silverstone and Goodwood where, when it rains, it really does rain, has there been anything quite like the final of the *Daily Express* International Trophy race at the former venue last Saturday. All day the weather had been dull but fine; but a few minutes before the start of the final the clouds gathered ominously and the drops began to fall. By the time the cars were all assembled on the grid it had begun to rain in earnest, and when the flag fell they streaked off in a veritable fog of water and spray. Instead of improving, conditions got worse, and thunder and lightning commenced, while hail added to the difficulties of drivers; only six laps had been completed when the officials reluctantly decided to stop the race.

This was the more regrettable because the final promised to be a thrilling climax to an excellent day's racing. The heats of the International Trophy, the 500 c.c. race, and the two divisions of the production car race had all been models of their kind; Piero Taruffi had successfully demonstrated his record-breaking Italcorsa twin-fuselage car, and the whole long programme had been carried through without a hitch—until the weather took a hand. Desmond Scannell, secretary of the British Racing Drivers' Club and organizer of the meeting, was for the first time beaten, by the one element over which even he had no control.

The decision of the stewards to abandon the race altogether and to present the trophies and awards to the competitors in the order in which they stood when the race was stopped, was virtually the only possible one to make in the circumstances. Obviously it had surprising and—in some cases—inequitable results, but that is the luck of the game; certainly no one among the thousands of spectators quarrelled with the presentation of the principal award to Reg Parnell, whose feat in ploughing his way through the pack of cars from the fourth row, and establishing a clear lead in such appalling conditions, was nothing short of masterly.



Stirling Moss in the cockpit of the XK120 Jaguar in which he made best performance, and won the unlimited class, in the Production Car Race.

PRACTICE had already given some idea of the varying weather conditions to be experienced later; while the first practice day had been fine, the second period was conducted in a steady downpour. As expected, the Alfa Romeos had proved themselves far and away the fastest cars present; Fangio, in fact, had put in one lap on the Thursday in the almost incredible time of 1m 46s, equal to a speed of 98.10 m.p.h., as against the existing lap record of 94.02 m.p.h. by Farina last year. The Alfa Romeos were all Type 159 cars, with the same chassis and suspension as last year, but increased power from the engines as a result of a higher supercharger pressure. It was obvious that the only car at all likely to offer any effective opposition was the Thin Wall Special Ferrari, driven by Reg Parnell, which was a 4½-litre unsupercharged model with De Dion rear suspension, similar to the cars which came so near to beating the Alfa Romeos in the Italian Grand Prix at Monza last September.

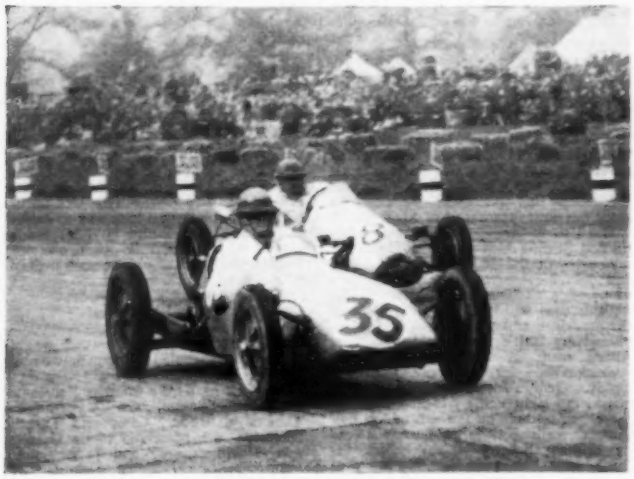
The practice periods for the 500 c.c. event gave little indication of the likely course of the race, as many of the principal contenders were absent at the Luxembourg G.P. and could not get their cars back until the night before the race. However, it was plain that Clive Lones, driving his J.A.P.-engined Iota, Tiger Kitten II, was going very fast indeed; unfortunately, he blew up two engines in practice and was not at all sure how his reserve power unit would stand up during the race. Fastest lap among the production cars was put up by Leslie Johnson's Jaguar, in 2m 0s (86.66 m.p.h.). Among the smaller cars, the Dyna Panhard team did not arrive until the Friday, but proved remarkably fast and stable; Peter Collins, in fact, succeeded in lapping on a wet track in top gear virtually without lifting his foot, passing many larger cars in the process.

Gathering of the Crowds

As early as half-past nine on the night before the race, the first few spectators' cars were already queueing outside the car park entrances. All through the night they continued to arrive, to such an extent that in some car parks those spectators who arrived at six a.m. found themselves already relegated to the second row of cars. Early morning fog added to the difficulties of those who came long distances; in fact, the mist on the track did not entirely lift until shortly before the start of the first race at 10.15. By nine o'clock the crowds at all the principal vantage points had assumed enormous proportions; only along the back stretch, from Copse Corner past Maggotts Curve to Becketts Corner, was there still room for manœuvre.

First on the programme came the 500 c.c. race, and thirty-one cars faced the starter. As the grid positions were determined by practice times, the first two rows were occupied by cars which had practised in the dry on Thursday, and the order was therefore Headland's Cooper-Norton, Lones' Iota-J.A.P., Moor's Wasp and Aston's Cooper-Triumph in the front row, with Prosser's Cooper-J.A.P., the Grose and T. K. Clarke's Iota behind them. When the flag fell, Lones got away in the lead, followed by Headland and Aston; but by the time the cars passed the end of the pits, Alan Brown was already in fourth place, having made a meteoric getaway in his Cooper-Norton from the eighth row of the grid. At the end of the first lap he was third, while Peter Collins had brought his earlier model Cooper-Norton up into fifth place, and was gaining rapidly on Aston. Eric Brandon, Brown's team-mate in the Ecurie Richmond, now came into the picture; fourth after two laps, and second after three, he took the

Trintignant's supercharged Simca-Gordini leads Osca, Etancelin's Talbot, Graham Whitehead's E.R.A. and Louveau's Talbot into Woodcote Corner in the second heat of the International Trophy race.



Alan Brown (Cooper-Norton) about to overtake Clive Lones' Iota-J.A.P. in the 500 c.c. event.

lead on the fourth lap and stayed there until the end of the race. On the fifth lap Brown got into second place, while one lap later Collins passed Headland to become fourth, although still some way behind Lones; but three laps later he overdid things at Woodcote Corner, the car turning round and sliding backwards into the marker drums. It then overturned and rolled over twice; fortunately, Peter was thrown out on the first roll and was unhurt except for scratches and bruises.

Meanwhile the leaders continued to run away from the rest of the field; the official Cooper team (Whitehouse, Carter and John Cooper) were now fifth, sixth and eighth, with Dryden's J.B.S.-Norton in seventh place. The other J.B.S. were both out, Parker having had engine trouble, while Richards slid off the course at Becketts; the Emerysons also had a bad day, Mould and Watkins having retired early, while Emery's J.A.P. engine burnt a hole in the piston. Only Harold Daniell kept going, finally finishing eleventh. Thus the race proved a triumph for the Richmond stable, Brandon and Brown coming home five seconds apart, with Lones' gallant Iota a worthy third, thirteen seconds farther back. Headland was fourth, while Carter displaced Whitehouse on the last lap to take fifth place.

Continued on next page.

RESULTS

500 c.c. Race

Race Distance 43.33 miles (15 laps of 2.889-mile circuit).

1, Cooper-Norton (E. Brandon), 33m 15s, 78.19 m.p.h.; 2, Cooper-Norton (A. Brown), 33m 20s; 3, Iota-J.A.P. (H. C. Lones), 33m 35s; 4, Cooper-Norton (C. D. Headland), 33m 51s; 5, Cooper-Norton (K. E. Carter), 34m 18s; 6, Cooper-Norton (W. J. Whitehouse); 7, J.B.S. (R. M. Dryden); 8, Cooper-Norton (J. Cooper); 9, Cooper-J.A.P. (H. Schell); 10, J.P.-Norton (J. T. Sutherland); 11, Emeryson-J.A.P. (H. Daniell); 12, Cooper-J.A.P. (G. H. Symonds); 13, Cooper-Norton (M. A. H. Christie); 14, Grose-J.A.P. (W. L. Grose); 15, Iota-J.A.P. (T. J. Clarke); 16, Cooper-Norton (C. N. Cooper); 17, Flather Steel Spl.-J.A.P. (S. Rhiando).

Also started: Cooper-Triumph (W. S. Aston); Cooper-J.A.P. (J. G. Reece); Cooper-J.A.P. (G. H. Wicken); Cooper-J.A.P. (D. P. B. Prosser); Cooper-Norton (A. Brown); Cooper-Norton (P. J. Collins); Cooper-Norton (A. B. Rogers); Emeryson-J.A.P. (K. Watkins); Emeryson-J.A.P. (P. Emery); Emerysons J.A.P. (P. Mould); J.B.S.-J.A.P. (D. Parker); J.B.S.-Norton (A. W. Richards); J.B.S.-Triumph (P. Aikens); J.P.-J.A.P. (C. R. Hunter); Wasp Norton (E. J. Moor).

Production Car Race—Division 1

Duration: One Hour.

750 c.c.: 1, Dyna Panhard (G. Wilkins), 63.15 m.p.h.; 2, Dyna Panhard (R. M. Dryden), 63.15 m.p.h.; 3, Dyna Panhard (P. J. Collins), 63.11 m.p.h.; 4, Dyna Panhard ("Dave").

1,100 c.c.: 1, Morgan (J. M. Sparrowe), 63.90 m.p.h.; 2, Morris Minor (T. A. Jones), 56.03 m.p.h.; 3, Morris Minor (D. S. Price), 56.01 m.p.h.; 4, Morris-Minor (A. Goldthorpe).

1,500 c.c.: 1, M.G. (R. W. Jacobs), 72.66 m.p.h.; 2, H.R.G. (G. A. Ruddock), 70.25; 3, H.R.G. (J. V. S. Brown), 70.25; 4, H.R.G. (M. J. C. Keen); 5, M.G. (G. E. Phillips).

2,000 c.c.: 1, Frazer Nash (T. A. D. Crook), 83.65 m.p.h.; 2, Frazer Nash (F. R. Gerard), 83.61; 3, Frazer Nash (E. J. Newton), 83.58; 4, Frazer Nash (E. Winterbottom); 5, Frazer Nash (P. Spikins); 6, Frazer Nash-B.M.W. (G. Tyrer); 7, Frazer Nash (D. Clarke); 8, Frazer Nash (R. F. Peacock); 9, Bristol (P. Buckley); 10, Lea Francis (P. B. Jones); 11, Aston Martin (B. Whitehouse).

Production Car Race—Division II

3,000 c.c.: 1, Aston Martin (R. Parnell), 81.42 m.p.h.; 2, Healey (G. F. A. Gale), 77.61; 3, Healey (A. J. Stokes), 75.74; 4, Healey (P. J. Simpson); 5, Morgan (P. H. G. Morgan); 6, Healey (P. A. Spiller); 7, Healey (J. Buncombe); 8, Ferrari (R. K. N. Clarkson); 9, Morgan (D. W. Price); 10, Sunbeam-Talbot (G. R. Hartwell).

Over 3,000 c.c.: 1, Jaguar (S. Moss), 84.50 m.p.h.; 2, Jaguar (C. J. F. Dodson), 83.65; 3, Jaguar (J. D. Hamilton), 83.15; 4, Jaguar (G. H. Wicken); 5, Jaguar (L. O. Johnson); 6, Nash Healey (A. P. R. Rolt); 7, Jaguar (E. W. Holt); 8, Jaguar (T. H. Wisdom); 9, Allard (S. H. Allard); 10, Jaguar (G. N. Gee); 11, Allard (K. Watkins); 12, Jaguar (O. Moore); 13, Jaguar (P. D. C. Walker); 14, Allard (F. S. Curtis); 15, Allard (A. P. Hitchings).

International Trophy Race—Heat 1.

Distance 43.33 miles (15 laps of 2.889-mile circuit)

1, Alfa Romeo (J. M. Fangio), 28m 27s, 91.36 m.p.h.; 2, Thin Wall Special Ferrari (R. Parnell), 28m 50s; 3, Alfa Romeo (P. Bonetto), 29m 12s; 4, Simca (R. Manzon), 29m 13s; 5, E.R.A. (B. Shawe-Taylor), 29m 40s; 6, H.W.M. (S. Moss); 7, Talbot (L. Rosier); 8, Maserati (E. de Graffenried); 9, Delage Spl. (A. P. R. Rolt); 10, Maserati (D. Murray); 11, Talbot (D. Hamilton); 12, Alta (J. Kelly); 13, E.R.A. (Miles Martin); 14, Talbot (J. Claes).

Also started: Maserati (J. L. James); H.W.M. (G. Abecassis).

Heat 2

Distance 43.33 miles (15 laps of 2.889-mile circuit)

1, Alfa Romeo (G. Farina), 27m 51s, 95.35 m.p.h.; 2, Alfa Romeo (C. Sanesi), 28m 22s; 3, Osca (Biro) 28m 50s; 4, E.R.A. (F. R. Gerard), 28m 52s; 5, Simca (M. Trintignant), 29m 06s; 6, Maserati (D. Hampshire); 7, Talbot (P. Etancelin); 8, E.R.A. (G. Whitehead); 9, Maserati (H. Schell); 10, E.R.A. (G. Richardson); 11, Talbot (H. Louveau); 12, E.R.A. (P. Fotheringham-Parker); 13, Alta (F. Gaze); 14, Alta (G. Watson).

Fastest lap: Farina, 1m 47s, 97.19 m.p.h.

Winners' Equipment

500 c.c. Race.

First: Cooper-Norton (E. Brandon): fuel, Shell, Oil, Mobiloil. Carburettor, Amal. Plugs, Lodge. Ignition, B.T.H. Shock Absorbers, Newton. Tyres, Dunlop. Brake linings, Ferodo.

Second: Cooper-Norton (A. Brown): Same as above.

Third: Tiger Kitten Iota-J.A.P. (H. C. Lones): Fuel, Esso. Oil, Esso. Carburettor, Amal. Plugs, Lodge. Ignition, B.T.H. Shock absorbers Armstrong. Tyres, Dunlop.

Production Car Race—Division I

First: Frazer Nash (T. A. D. Crook): Fuel, Esso, Oil, Esso. Carburettor, Solex. Plugs, K.L.G. Ignition, Lucas coil; Delco-Remy distributor. Tyres, Dunlop. Brake linings, Ferodo.

Second: Frazer Nash (F. R. Gerard): Fuel, Shell. Oil, Wakefield. Carburettor, Solex. Fuel pump, A.C. Plugs, K.L.G. Shock absorbers, Newton. Tyres, Dunlop. Brake linings, Mintex.

Third: Frazer Nash (E. J. Newton): Fuel, Esso. Oil, Notwen. Carburettor, Solex. Fuel pump, A.C. Ignition, Delco-Remy. Shock absorbers Bristol and Newton. Tyres, Dunlop. Brake linings, Mintex.

Production Car Race—Division 2.

First: Jaguar XK120 (S. Moss): Fuel, Esso. Oil, Esso. Carburettor, S.U. Plugs, Champion. Ignition, Lucas. Shock absorbers, Newton and Girling. Tyres, Dunlop. Brake linings, Mintex.

Second: Jaguar XK120 (C. J. F. Dodson): Fuel, Shell. Oil, Shell. Carburettor, S.U. Plugs, Champion. Ignition, Lucas. Shock absorbers, Newton and Girling. Tyres, Dunlop. Brake linings, Mintex.

Third: Jaguar XK120 (J. D. Hamilton): Fuel, Esso. Oil, Esso. Carburettor, S.U. Plugs, Lodge. Ignition, Lucas. Shock absorbers, Newton and Girling. Tyres, Dunlop. Brake linings, Mintex.

SILVERSTONE WATERSPOUT . . . . . continued

Jaguar and Frazer Nash Score in Production Car Race

PRODUCTION car racing popularity is always assured: at Silverstone the classes were mixed up in two races, the first for cars up to 750 c.c., 1,100 c.c., 1,500 c.c. and 2,000 c.c., and the second for up to and over three litres. Four Dyna Panhard saloons fought out the 750 c.c. class, three Morris Minors were put to confusion by a Morgan in the 1,100 class, M.G.s, H.R.G.s and a Jupiter battled in the 1½-litre group and a string of Frazer Nashes dominated the 2-litre field—all in the first race. Le Mans style starts added the final touch.

Amongst the Dynas, Peter Collins, undisturbed by his spill in the 500 race, was in the lead by the end of lap two, hounded by Curly Dryden and Gordon Wilkins, with "Dave" tagging on behind. J. M. Sparrowe was instantly ahead of the Minors in the 1,100 class with D. S. Price second and T. A. James third. The Minor of Dr. A. M. Goldthorpe was well behind even on the first lap and by the fourteenth was lapped by Sparrowe. Hadley's Jupiter dominated the 1½-litre class from the start and, in front of them all, Salvadori was setting the pace for the race as a whole.

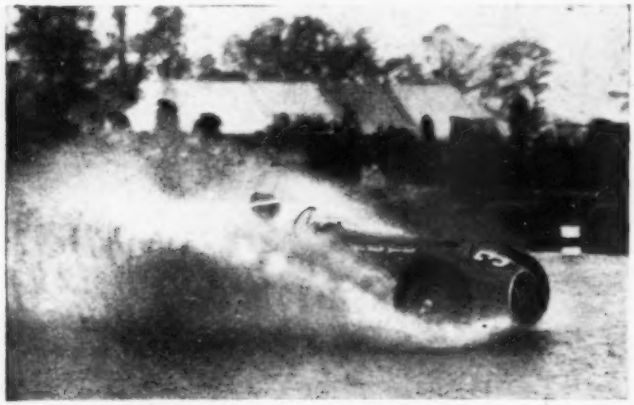
Disaster—the worst of the day—struck in the eighth lap of this hour race when Salvadori took Stowe Corner too fast: the car overturned three times, the driver emerging with a suspected skull fracture. This put Bob Gerard in the lead with excitement growing like a snowball. Tony Crook was on his tail and, to add to the fever, E. W. K. Lund's M.G. took over second place in the 1,500 class from Jacob's similar car, the Jupiter still being way out front—until the fifteenth lap. Here Hadley's Jupiter packed up, putting Jacobs into the lead. Even so, racing luck was uncertain and, from back in the field, G. A. Ruddock's familiar H.R.G. was pressing hard, taking second place in the last lap bar one from Brown's H.R.G.

By lap 21 all sorts of peculiar things had happened. Tony Crook squeezed past Gerard, their places to remain unchanged. Jack Newton's Frazer Nash displaced Spikin's similar car for third place, while Sparrowe was waltzing away from the saloon Minors. "Dave" was stealing the Panhard show by taking bends, one rear wheel well aloft, with amazing regularity while, in front, Wilkins, Dryden and Collins were taking turn and turn about—an invincible team which finished in that order. The glorious finish saw Crook and Co. five laps ahead of Jacobs and his followers. Ruddock, in turn, was four laps ahead of Sparrowe.

Bob Gerard in the Frazer Nash in which he finished second in the 2-litre class of the Production Car Race.

Reg Parnell driving a DB2 Aston Martin and Stirling Moss in an XK were the favourites in the second race for up to and over 3-litres respectively. In spite of possible challenges from Roy Clarkson's Ferrari and a batch of Healeys in the first class, and a score of other Jaguars plus Tony Rolt's Nash Healey and the Allard team in the open class, the favourites won out. Both drove outstandingly. George Abecassis' DB2 dropped out in lap eight while lying second, and there was no holding Parnell. After half the race he had made an enormous lead by brilliant driving which, before the finish, gave him a comfortable lap over his runner up, Guy Gale's Healey.

In the open class the story was similar. The XKs of Tommy Wisdom, Oscar Moore, Douglas Hamilton, Leslie Johnson, George Wicken and Peter Walker, and the Allard team, were unable to hold a candle to Moss who romped home in the lead he had captured in the fourth lap. C. J. P. Dodson, driving the Jaguar which Allan Arnold should have driven, pulled up steadily to take second place with Hamilton third, Wicken fourth and the Allards way back. This was an exhibition which went a long way to explain why a particular 2-litre H.W.M. can be placed in a Grand Prix event, and why a Thin Wall Ferrari can be such a threat to the maestros themselves.



Reg Parnell applying right rudder as the Thin Wall Special Ferrari creates a disturbance in Stowe Lake—after the rains came.

The Big Guns

THE International Trophy race was, of course, scheduled to be run in two heats of fifteen laps each, with a 35-lap final. In the first heat were the Alfa Romeos of Fangio and Bonetto, Parnell's Ferrari, the Talbots of Rosier, Claes and Duncan Hamilton, the Maseratis of de Graffenried, David Murray and J. L. James, Manzon's Simca, Rolt's Delage (with E-type E.R.A. engine), Kelly's Alta, Abecassis and Moss with H.W.M.s and the E.R.A.s of Miles Martin and Shawe-Taylor, that of the last-named being the modified car previously raced by T. C. Harrison. Again, the grid positions were determined by practice times, and this gave rise to some slight confusion as Fangio's record practice lap had been done in the car attributed in the race to Sanesi; Fangio, therefore, found himself in the second row, with Rosier and Duncan Hamilton, behind Bonetto, Manzon, Murray and Shawe-Taylor.

Nevertheless, when the flag fell, Fangio came through to lead almost at once, followed by Bonetto and Parnell, with Shawe-Taylor and Manzon next in line. Parnell was trying hard to overtake Bonetto and succeeded on the fifth lap to the accompaniment of cheers from the crowd, who were heartened by the sight of a green car so high in order, even if it was of Italian manufacture.

Farther back, Stirling Moss was now pressing Rosier hard, but they were both passed on the seventh lap by Johnny Claes, who, however, spun round on Club Corner a lap later and stalled his engine. Abecassis, with the second H.W.M., had fallen out with an expensive noise in the engine; but on the tenth lap Moss passed Rosier to take seventh place.

Parnell was now catching Fangio

steadily, while Manzon passed Shawe-Taylor into fourth place and began to close on Bonetto. Parnell actually got alongside Fangio on one occasion, but the latter immediately pulled out a little more to break the lap record at 96.29 m.p.h. and win comfortably. Duncan Hamilton having had a pit stop to deal with a misfire in his Talbot, Stirling Moss finished sixth with the H.W.M., in front of all the Talbots and Maseratis—a very fine effort.

By the same confusion of cars in the Alfa Romeo camp, the line-up for the second heat found Sanesi in pole position and Farina in the third row. Also in the front rank were Graham Whitehead's E.R.A., Trintignant's Simca and Gerard's E.R.A., while the second row was made up of Fotheringham Parker's E.R.A. and the Talbots of Louveau and Etancelin. The remaining starters in this heat were the Maseratis of Hampshire and Harry Schell, the new 2-litre Altas of Watson and Gaze, Richardson's R.R.A. and Bira's Osca which, having lapped very slowly during practice to run-in some new components, was in the rear rank. Macklin's H.W.M. came to the line, but a seized selector prevented it from starting.

The Three Musketeers? Baron de Graffenried, Harry Schell and Bira before the International Trophy Race. Schell, who has taken Bira's place this year in the Ecurie Platé, is dirtier than the other two because he has already been motor racing—in the 500 c.c. event at the wheel of his Cooper-J.A.P.

Faster Still

At the start Fotheringham-Parker led from Sanesi and Trintignant; but by the end of the first lap Farina was out in front with Sanesi behind him, while Bira had come up into third place in front of Gerard. These positions remained unchanged throughout; the heat was run at a faster pace than the earlier one, and Farina put in one lap at 97.19 m.p.h., which now stands as the new lap record. Gerard's car went magnificently to finish fourth only eight seconds behind the Osca.

A fine three-cornered struggle was waged between Schell's Maserati, Louveau's Talbot and Richardson's R.R.A.; the last car, which now has swing axle rear suspension, finished only one second behind Schell, and in front of Louveau.

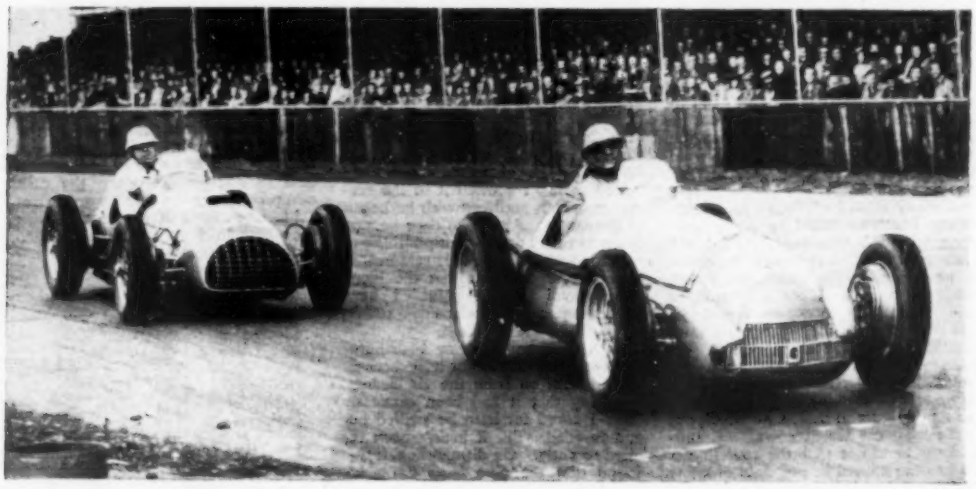
As the cars lined up for the final after the second Production Car Race had been run off, the sky became very overcast and the first drops of rain fell; the weather got rapidly worse, until, shortly before the flag fell, there was a steady downpour. The starting grid for the final had been determined, not by the times established by the drivers in the heats, but again on practice times, a fact which in all probability had a material effect on the eventual awards. In the front row, therefore, were Sanesi, Bonetto, Graham Whitehead and Trintignant, while behind them were Gerard and Manzon; Shawe-Taylor's car had, unfortunately, run a big end right at the end of the first heat, and consequently could not run again. Parnell and Fangio shared the fourth row with Rosier; but at the start Parnell left the other two and disappeared into the wall of spray thrown up by the cars in front. Leading off the line was Sanesi, followed by Bonetto and Graham Whitehead, but the end of lap one saw Hamilton second with Parnell already third.

By now conditions were fearful, and a stinging torrent of hailstones made matters still worse. Parnell took the lead on the second lap, and drew away from Hamilton, whose Talbot was misfiring. Instead of improving the weather got worse still; Stowe Corner became a lake of considerable depth, and thunder and lightning added their contribution to the scene of desolation. In the circumstances, as the timekeepers could no longer see the cars and the potential danger was considerable, the stewards decided to abandon the event, and the cars were halted after the leaders had completed six of the thirty-five laps.

It was later decided that the prizes should be awarded to the leaders in the order in which they passed the finishing line at the time of the abandonment of the event. This order was as follows: Thin Wall Special Ferrari (Parnell), Talbot (Hamilton), Alfa Romeo (Fangio), E.R.A. (Whitehead), Talbot (Rosier), Simca (Trintignant), Delage (Rolt), Talbot (Claes), Alfa Romeo (Farina), Alfa Romeo (Bonetto), Talbot (Louveau), Talbot (Etancelin).

It was a sad ending to what should have been a most thrilling race; nevertheless, those onlookers who succeeded in extricating themselves and their vehicles from the morass surrounding the circuit felt that the remainder of the day had been well worth while. What those unfortunates whose cars remained bogged until the following morning thought about it can only be imagined.

Further pictures on page 547.



Reg Parnell, at the wheel of the 4½-litre unsupercharged Ferrari, closely following Felice Bonetto's Alfa Romeo round Copse Corner during the first heat of the International Trophy Race.

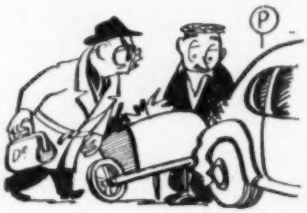
Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Camouflage Again

FROM up north, Dr. R. K. Robson writes to me. He has had a little Renault since November, 1950, and has been involved in fourteen accidents, including three lorries, one Daimler Scout, two cars, one 15cwt van, five cyclists, a man with a wheelbarrow and a pedestrian. So what, you say? The answer is interesting.

In the first place, as far as one can judge from a letter, I should say that Dr. Robson is by no means accident-prone, but is probably just such a driver as you and I (he owns also a 12-50 Alvis and a Ruby-engined G.N.). Now take the etceteras: The lorries and Scout car were met in broad daylight; the doctor was driving along a straight country lane and had to take to hedge or ditch to avoid a head-on collision, in spite of horn sounding. In every case the drivers stopped, apologized, and swore that they had not seen the Renault.



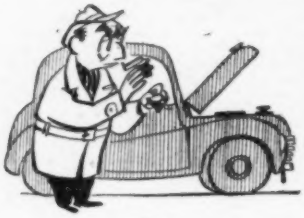
Man with a wheelbarrow.

One private car driver started to overtake and cut back in sharply, removing the Renault's rear wing. He said that he was sure the car was well ahead of him. All the other accidents happened after dark while the Renault was parked with the lights on, and in every case the other party said that he had not seen the car, or had seen the car, but had pulled out too late to avoid it; this was true even of the man with the barrow!

This all leads back to my experience when I utterly failed to see a grey Packard on a wet morning, for the colour of the Renault was black pearl—a good camouflage colour on a wet, dark night (it has now been sprayed blue). But how to explain the rest of it? The answer, the doctor and I both think, is that the small size of the Renault creates an optical illusion of a much bigger car farther off; and that, if you come to think of it, is a tribute to the designer in building a wonderful little "big car scaled down." A subsidiary reason is that the roof line is below the normal line of sight of many drivers, but this is a criticism of them, for they should be looking low enough to see even cats in the roadway.

Plastics

MY personal opinion of plastics (for what it matters) is that much damage has been done to them by their use in not very wise places. I am reminded of this by the removal of my rotor arm the other day. For some curious reason rotor arms can rarely be replaced easily, although everything is done in design to make them easily replaceable. I pressed mine quite lightly, and the plastic split away. On examination I saw that one side of the break was an old crack, the other side the crack that I had just caused. That little effort cost me 1s 9d, and I feel bound to say that the rotor arm is a place for the use of an unbreakable version of the synthetic material, not the brittle stuff which is used at present.



Brittle.

✦ ✦ ✦

Extra-mural

AS academic reading for car owners I think that fault-finding charts are the last word. They are well done—as well as possible. But the faults on my car always seem to be on one of the branches that has fallen off the family tree. Take two recent ones. For a long time I have been losing water and one morning I found, at last, positive evidence of the leak—drip, drip from the front of the block through a most inaccessible angle formed by the front face and a plate bolted to it. I showed it to the service manager, and forthwith he began to dismantle. After two days he was down to rock bottom—with nothing to reveal a leak, and the only reason that he could suggest was that the block was porous at that point. I have never come across this one as a reason for cooling system leakage.

At the same time my distributor leads and the distributor itself became soaked with oil from the air cleaner. Thinking that it had been carelessly oiled I asked for it to be swilled out and re-oiled. But it hadn't been re-oiled recently. On dismantling, it was found that the pipe from the valve cover (the engine consumes its own fumes) was cracked, and that the oil spray coming up from the engine was condensing at the crack and leaking out to drip over my electrics. Again, this is not one of the "Likely Causes" that I have seen listed.

✦ ✦ ✦

Up! Up! Up!

THE recent insurance increase of 12½ per cent for the tariff offices led me to try ruefully calculating how much rates have gone up since 1939. Exact comparison is impossible I have decided. The pre-war A area has been sub-divided into the modern A, B and C. So it is unfair to compare the old A with the new A; B and C have now become D and E. My guess is that, taking 1939 as 100, the present rate is 119, which will become 134 in June. Of course, the increase in the value of cars means that many more owners than before the war insure comprehensively. One might reasonably take out a third-party only policy on a pre-war £50 car. But that same car costs £200-odd today and must be fully covered. Also, post-war comprehensive policies cover wider risks than their 1939 counterparts—accessories in the garage, increased medical expenses and luggage on the car, for example.

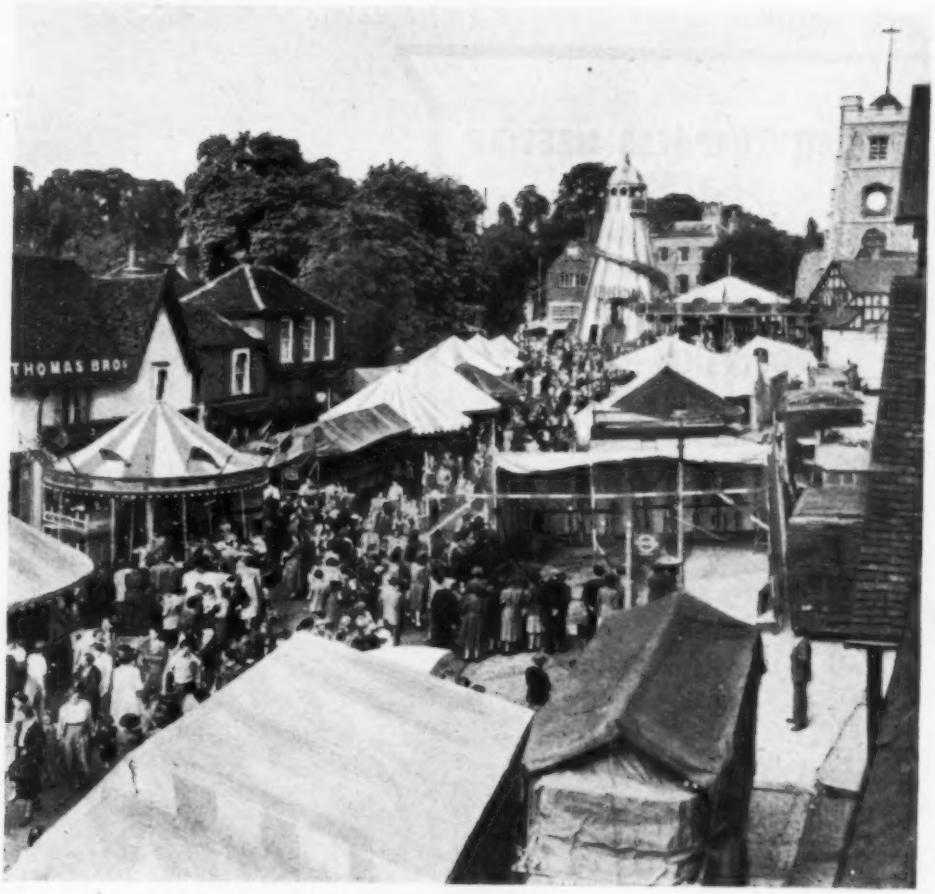
I don't want to be gloomy but I foresee another rise about 1953. The new rates cannot yet be based on statistics for a full twelve months of ration-free petrol. Give the offices another 18 months to digest the new rates and it may be found that further revision is necessary.

✦ ✦ ✦

Cash Sales

"SAVE time and money," said a notice at a Reading petrol station, "and order your petrol by the money in your pocket." Here was a garage proprietor making the most of his cash register pumps, and I hope that the campaign will spread. It seems absurd to order in gallons and deal in half-pennies when the cash pump can serve ten bob's worth. But I have not yet had the nerve to ask for a cash load, although I shall when next I fill up at that station.

By the money in your pocket.



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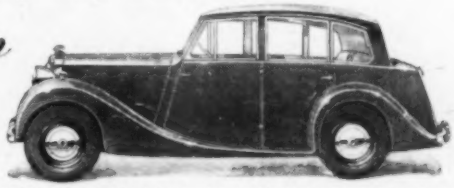
The Triumph Renown



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DAILY EXPRESS MEETING
SILVERSTONE

500 c.c. Race

1st ERIC BRANDON, COOPER, 78.19 M.P.H.

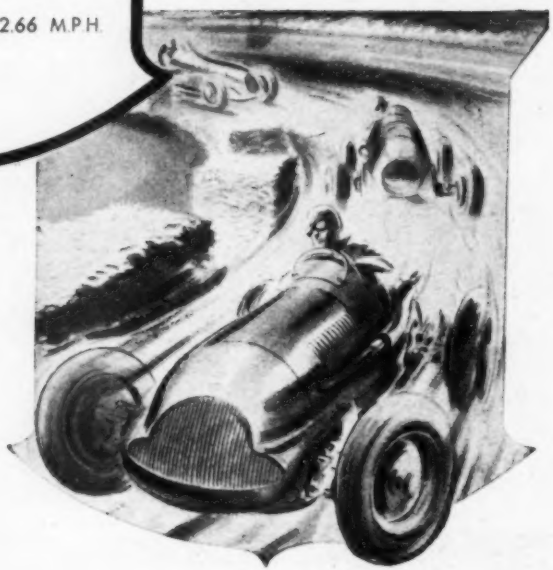
2nd ALAN BROWN, COOPER

PRODUCTION CAR RACE

1,500 c.c. Race

1st DICK JACOBS, M.G. 72.66 M.P.H.

Subject to official confirmation



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NEWS and VIEWS

Sheet Steel

ALLOCATION of sheet steel to the motor industry for the second quarter of 1951 was approximately 23 per cent below the estimated consumption for the last quarter of 1950.

February Registrations

MINISTRY OF TRANSPORT figures show that 12,018 cars were registered for the first time in February. These were nearly 2,000 fewer than in January, the two-month total being 25,982.

Dazzle

THE Minister of Transport has promised to review the whole problem of dazzle when he receives the official report of the Road Research Laboratory upon their investigation into the subject. This was stated in the House of Commons recently in answer to a question.

An Insurance Point

MOTORISTS are reminded that the imposition of double purchase tax has increased the value of their cars and that it may be advisable to increase the declared value of the vehicle to the insurance company concerned in order that adequate coverage is permanently available.

Disturbing Trend

PROSECUTIONS for driving or being in charge of a car while under the influence of drink or drugs are showing a disturbing tendency to rise. Recent figures given in the House of Commons show that there were 142 such prosecutions in 1947, 128 in 1948, 134 in 1949, but 186 in 1950. This is in line with a recent sharp increase in the figures for drunkenness in the London area, which may indicate that drunkenness is once again increasing in this country.

The Home Secretary regretted that the 1950 figures showed an alarming increase in this type of offence (of "driving under the influence"), but on being pressed for heavier penalties pointed out that the existing penalties for the offence were extremely heavy.

Wood Blocks

ALTHOUGH no wood blocks have been used in the last two years for repairs and replacements on trunk roads, these dangerous devices have been used for patching roads already paved with wood blocks and for some bridges. This information was recently given by the Minister of Transport in reply to a Parliamentary question.

Modern Maid

ADORNING the Festival Gardens, at Battersea, in London, is a large fountain which has been provided by the Lockheed company. At the centre of the fountain is a statue of a mermaid, of somewhat unconventional design, poised on the back of a turtle. In keeping with the spirit of the exhibition, which symbolizes an age of science, this maid has two propulsion units, one on each leg, instead of the usual single tail.

When the Festival is over, the fountain will stand in the grounds of the Lockheed works at Leamington Spa, Warwickshire.

Gas Turbine Concentration

TO judge by the Land Travelling Exhibition in connection with the Festival of Britain, "People at Work" in this country are exclusively devoted to the development and production of gas turbines. Under that title the largest of the displays, with 12 sub-sections, is wholly concerned with the subject.

There is no hint in the "People Travel" Section of Britain's outstanding achievements in the design and production of heavy vehicles, road transport or marine high-speed diesels, or the amazingly successful British motor cycle. Nothing referring to coal, steel or textile production is included either, which is truly amazing for an exhibition that opened in Manchester (May 5-26), and will proceed to Leeds (June 23-July 14), Birmingham (August 4-25) and Nottingham (September 15-October 6).

Other displays, home, travel, play and so on, produce an effect similar to a large department store since the counterparts of the goods on show can be seen in nearby shop windows.

Morris Minors of the two-door model now have the higher head lamps and separate side lights of the four-door export model. A recent modification to the Minor affects the cylinder block: there is now provision for the fitting of a water pump, making it possible to use an interior heater as optional equipment.

B.M.W. Suspension

OWING to the omission of a line from the article on German design in *The Autocar* of May 4, B.M.W. were credited with a rather peculiar front suspension design on the new Type 501. Actually the car has i.f.s. with wishbones and torsion bars. The rear suspension is by the well-known B.M.W. system with a rigid axle located by a triangular link and connected to longitudinal torsion bars

Roads and Farmers

IN a paper read to the International Road Federation by Mr. G. A. Baxter, of the National Farmers' Union, on April 25, the author pointed out how vital roads were to agriculture. He insisted that the present system of Ministerial grants for the improvement of unclassified roads, which are largely financed by rural ratepayers, was invidious because predominantly agricultural counties often received grants that were absurdly small for the purpose.

Farmers were, said Mr. Baxter, interested in motorways and new trunk roads, but they tended to regard plans with some apprehension owing to the habit of the planners in driving roads straight from A to B without regard to the farming land through which the straight line ran. He pleaded that such trunk roads should be carefully aligned to avoid disrupting the farming economy of the country.

200 to 225

THE numbers quoted represent a phenomenal rise in car production when considered in the context of a human story emanating from the Standard factory. Albert Edward Smith left Standards on April 13, aged sixty-five, and after forty-five years of continuous service. He joined in 1906 when the company was celebrating completion of the 200th car (in three years), and left it when the vehicle production rate was 225 *every three hours*.

Mr. Smith was the recipient (in 1948) of the last Standard Eight to be made, which was presented to him by Sir John Black

Good Eating

FOR better or worse, there is no subject more topical than food in this country at present. Often the diner-out in a strange district is apt to sigh "if only we knew of a place that is personally recommended." A book, the first issued by the Good Food Club, and entitled *The Good Food Guide*, now supplies a list of 600 places throughout Britain where a good meal at a reasonable price can be relied on. Included in the information are brief details of dishes, and a price classification.

It is on the lines of the guide of the *Club des Sans-Club;* there are maps at the end, and a special section on eating in London. As in the French club, the organization is quite voluntary and unofficial, and forms on which similar recommendations can be submitted are included in the book. The club was founded by Ray-

NEWS and VIEWS
continued

mond Postgate in 1950, and this book is the first publication.

Perhaps the worst aspect of British catering is its uncertainty, and this venture, by causing the patronage of the good and the neglect of the bad, tends to raise standards generally and is thus to be commended. The guide is published by Cassell, 37-38, St. Andrew's Hill, Queen Victoria Street, London, E.C.4, Price 5s.

London Hotels

A 1951 *London Hotel List* has just been published by the A.A. It includes details of over 100 hotels and makes a useful reference for the visitor to the main centres of interest within the city.

Festival Auction

A *CONCOURS D'ELEGANCE* will precede the special summer sale of the Measham organization at Measham, near Burton-on-Trent, on May 29. Substantial prizes will be given to class winners and all the cars will be on sale. The awards will be presented by Donald Healey.

New R.A.C. Offices

IN Paris, an office has been opened by the R.A.C. for the convenience of members on the Continent. It is at 6, Place Vendôme, Paris, 1. Telephone, Opera 7674.

New and larger premises have now been found for the Cardiff office, which is now at 202, Newport Road. Telephone Cardiff 45544-5.

Motoring Golf

STOKE POGES was the links chosen for the Spring Meeting of the Motor Trades Golfing Society, on May 3. G. Lamb won the morning singles, in division I, for which *The Autocar* presented the trophy and the challenge prize for the lowest score. In division II, the first prize, also presented by *The Autocar*, was won by W. T. Dunn, who won the challenge prize in addition. The afternoon foursomes resulted in a win for G. Lamb and R. M. Simpson. In division III, the first prize and challenge prize were won by H. P. Lucas.

Afterwards, the company was entertained to dinner by *The Autocar* and *Motor Trader*, the new president, F. G. Montfort Bebb, occupying the chair.

Out-dated Law

A SURVEY carried out by the Road Research Laboratory has shown that the average speed of commercial vehicles on the comparatively open road is 27 m.p.h. Over 90 per cent were found to be exceeding the 20 m.p.h. speed limit still in force on such vehicles.

This information, previously published in the "Science and Road Traffic" series in *The Autocar*, was given in a written Parliamentary reply by Mr. de Freitas, Home Under-secretary, and it again makes clear that it is time this law was revised. Motorists and drivers of heavies already realize that those who obey the law only hold up other traffic and constitute a greater danger than their law-breaking brothers.

Two Horse Power

CONTRIBUTION to the London Festival atmosphere on the part of The Car Mart, Ltd. was the provision of a horse bus on May 8 to take visitors to the opening of their Austin Festival Week at the Euston Road premises. The passengers much enjoyed the experience. They got there as quickly as they would have done by normal transport; they were the object of affectionate amusement on the part of passers-by and they became quite proud of the high-stepping pair of greys that provided the horse power.

On arrival they heard Mr. L. P. Lord, chairman of the Austin Motor Co., Ltd., deliver one of his racy speeches; their journey, therefore, could be said to be necessary. Mr. Lord was (in part) bluntly factual. The home market, he said, looked no better off than before. As to the future, steel was getting scarce and it was impossible for anyone to forecast. But he could say a good word for the permanent civil servants. Their efficiency in negotiating arms contracts meant that the dovetailing of arms and commercial production was being carried through with despatch, to the general good.

I.M.I. in Preston

AT the annual dinner of the Preston Centre of the Institute of the Motor Industry the principal speaker was Wing-Commander Beamont, D.S.O., D.F.C., chief test pilot of the English Electric Company at Preston. He outlined the development of the Canberra jet bomber but very modestly refrained from detailing his own experiences. He described its smoothness and silence as comparable with the finest motor car practice. Miss E. F. Verity proposed a vote of thanks.

A toast to the guests was proposed by Mr. A. T. Williams, M.I.M.I., and was replied to by the Mayor of Preston and by Mr. Donald H. Smith, M.I.Mech.E., who referred to the notable automobile engineering products of the Preston district from the steam wagon days of Atkinson and Leyland to the present time when these same concerns, along with others, were recognized throughout the world. Inventors and engineers in Preston had originated techniques that had influenced many modern developments in engine design.

PERSIA AND PETROL

WHILE the quarrel over the Anglo-Iranian refinery at Abadan and oil interests in Persia may seem somewhat remote to motorists, the importance of Persia's oil is emphasized by a recent answer from the Minister of Fuel and Power in the House of Commons. Mr. Noel-Baker said that the sources of crude petroleum imported into the United Kingdom in 1950 showed that Persia was second only to all the other Middle East territories put together. These territories supplied just over 5,000 tons, while Persia supplied 2,383. The Netherlands West Indies were third with 1,093 tons, and other quantities were incidental.

It is obvious from these figures that Persia is of great importance in the supply of oil to the United Kingdom, and no doubt anxiety is being felt about future supplies. The greatest danger is that of expropriation of the Persian installations of the Anglo-Iranian company, which would mean the expulsion of British personnel, leaving only Persians to run the enormous installations. As Persia has hardly anyone qualified to do so a breakdown would be inevitable.

BOOKS RECEIVED

A Guide to the Fishing Inns of Scotland, compiled by R. Crombie Saunders. Published by Nicholas Kaye, 1, Trebeck Street, London, W.1. Price 9s 6d.

Motorized, or any other, anglers who are not also practised at Scotsmanship will find this handy pocket-sized guide very useful for their holiday. It classifies full information on the hotels and waters in the various districts. Hard facts are mollified with photographs, but the price, with fourteen pages of advertisements, would seem to be "muckle siller" for a book of this kind.

Motoring in Scotland, compiled by the *Glasgow Herald* and published by George Outram and Co., Ltd., 65, Buchanan Street, Glasgow, C.1. Price 5s (5s 6d post free).

This is a comprehensive road guide, giving a wide variety of routes and suggested tours or day runs from a variety of centres. A ferry list and all kinds of general information, worst hills, altitudes and a geographical index are included.

Belgium: Guide and Quiz, by C. A. Thompson, published by Belux Publications, 44, Suffolk Road, Ilford, Essex. Price 3s 6d.

Apart from plenty of touring information of various kinds this pocket-sized book contains a good deal of practical information for anyone intending to holiday in Belgium. A good portion of the quiz is devoted to motoring.

British Standards for the Automobile Industry (B.S. Handbook No. 8, 1950), published by the British Standards Institution, London. Price 21s, post free.

This book contains some 500 pages of information useful to anyone engaged in the manufacture and servicing of automobiles. It deals very comprehensively with engines, electrical equipment, materials—both ferrous and non-ferrous—and even subjects such as radio interference. In all, more than 300 standards are covered.

The Hillman Minx Handbook, by W. A. Gibson Martin, published by Sir Isaac Pitman and Sons, Ltd., Parker Street, Kingsway, London, W.C.2. Price 4s 6d.

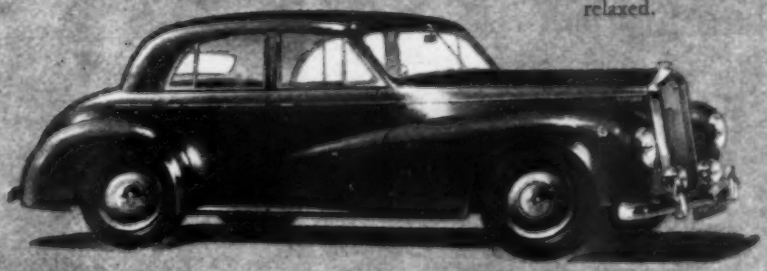
This is the third edition of the Minx book covering models from 1932 to 1949, and approved by the Hillman company. It is comprehensive and sound.

The Driving Instructor, by W. E. Crashaw. John Sherratt and Son, The Saint Ann's Press, Park Road, Timperley, Cheshire. Price 2s 6d.

No, not a biography, but an elementary course for the learner driver. It includes simple descriptions of the functioning of the car and a very lucid account of the operations of driving, with useful practical advice. It might, perhaps, have been the better for a chapter on the subject of most interest to learners, the test.

Smoothly
you glide
through the
tide
of traffic
with the quiet
assurance
of a
safe driver
happy
with snappy
acceleration
in hand.

At journey's end
you descend,
your nerves
untaxed;
relaxed.



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DAILY EXPRESS
INTERNATIONAL TROPHY MEETING

SILVERSTONE

1951

Production Car Races

1st in all 6 classes

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G. Wilkins—Dyna-Panhard
(tie) R.M. Dryden—Dyna-Panhard

Up to 1100 cc
J. M. Sparrowe—Morgan

Up to 1500 cc
R. W. Jacobs—M.G.

Up to 2000 cc
T. A. D. Crook—Fraser-Nash

Up to 3000 cc
R. Parnell—Aston Martin

Over 3000 cc
Stirling Moss—Jaguar

500 cc Race

1st E. BRANDON—Cooper **2nd** A. BROWN—Cooper **3rd** C. LONES—Iota

(Subject to Official Confirmation)

1H/126

GOODWOOD, March 26th

1ST.

Reg Parnell

(Maserati)

CHICHESTER CUP

GOODWOOD, March 26th

1ST.

Stirling Moss

(H.W.M.)

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MARSEILLES GRAND PRIX

3RD.

Stirling Moss

(H.W.M.)

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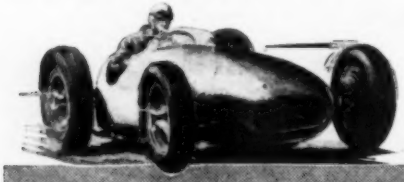

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WHAT'S ON AT WHITSUN

Race Meetings at Three Tracks

WITH race meetings at Goodwood, Gamston and Brands Hatch, the Altcar and Chedworth speed trials, and three rallies—the Edinburgh, Scottish and Civil Service M.A.'s Curtis Bennett Rally—the Whitsun motor sporting bag seems more than full.

Guiseppe Farina will be making his first appearance at Goodwood, in either the Alfa Romeo or a Maserati, on Whit-Monday in the Festival of Britain Trophy Race, a *formule libre* event to be run in two 7-lap heats and a 15-lap final. Also included in the entry list are five Coopers, Bira's Osca, the two Maseratis of de Graffenried and Harry Schell, Johnny Claes' Talbot and Reg Parnell's Thin Wall Special Ferrari. A good entry of Coopers, J.B.S. and Emerysons will be competing for the 500 International Trophy in the half-litre race, also to be run in two 7-lap heats with a final of fifteen laps. The first race will begin at 1.30 p.m. Admission details are as follows (all tickets available only at the circuit): *Enclosures* (green, red, blue and brown), 6s per person. *Grandstands:* Woodcote, 30s; Green enclosure, 26s. Paddock transfer fee, 20s. Goodwood Circuit is situated some four miles to the north of Chichester, which is the nearest railway station. Trains will leave Victoria on Monday at 9.18 a.m., 10.18 a.m. and 11.18 a.m., arriving at Chichester 11.2 a.m., 12.2 p.m. and 1.2 p.m., respectively; return fare, 13s 6d. Special coaches will take passengers to the course.

GOODWOOD RACE MEETING, MAY 14
ENTRIES

"Daily Graphic" Race for the Festival of Britain Trophy: Alfa Romeo: N. H. Mann, R. D. Poore, F. D. C. Walker, J. Goodhew. **Allard:** S. H. Allard. **Alta:** J. Kelly, G. M. Watson. **Cooper:** P. Collins, E. Thompson, A. Elliott, E. Brandon, E. Winterbottom. **Darracq:** O. F. A. Gale. **Delage Spl.:** R. R. C. Walker. **E.R.A.:** P. Fotheringham Parker, F. R. Gerard, R. Shawe-Taylor, A. O. Whitehead, C. J. Hamilton. **Kieft:** M. A. H. Christie. **Maserati:** Baron de Graffenried, H. Schell, D. Hampshire, D. Murray. **Osca:** B. **Thinwall Special:** R Parnell. **Unspecified:** G. Farina; A. N. Other.

The 500 International Trophy Race: Cooper: M. A. H. Christie, P. E. Braid, J. K. B. Brise, G. E. Thomas, Sir P. Samuelson, N. Pugh, G. Hartwell, O. Wicken, P. R. Gerard, P. Collins, A. C. Rippon, A. Nurse, A. D. Gill, D. F. Annable, B. C. Ecclestone, E. Brandon, D. A. Clarke, R. W. Brise, D. H. R. Gray, A. Brown, J. D. Barber, C. D. Headland. **Bardon Turner:** D. F. Truman.* **Emerson:** P. de F. Pycroft, K. Watkins, P. Emery. **Gross:** W. L. Gross. **Iota:** H. S. F. Hay, P. Tuck, D. Taylor.* **J.B.S.:** J. P. Westcott, A. W. Richards, D. Parker, R. M. Dryden, K. McAlpine, A. Loens, J. Coombs. **Parker:** B. de Lissa. **Special:** D. G. Flather, A. N. Other.
*Denotes reserve.

Gamston and Brands

Also on Whit-Monday, the Sheffield and Hallamshire Motor Club will run a race meeting on the Gamston circuit, in Nottinghamshire. 132 entries—including those of Spike Rhiando, A. B. Rogers, R. W. Merrick, Gillie Tyrer's Frazer Nash-B.M.W., Jack Reece's Cooper-M.G., Richardson's R.R.A., J. V. Green's Maserati and G. S. Shillito's Riley—have been received for a programme of ten races for sports and racing cars. The events are as follows: (1) Sports cars up to 750 c.c., 5 laps; (2) sports cars up to 1,100 c.c., 5 laps; (3) 500 c.c. racing cars, 6 laps; (4) sports cars up to 1,500 c.c., 5 laps; (5) sports cars up to 2,000 c.c., 5 (6) sports cars up to 3,000 c.c., 5; (7) handicap for M.G.s, 5; (8) handicap for sports cars, 5; (9) 500 c.c. racing cars, 6; (10) Gamston Challenge Race for 500 c.c. racing cars, 20 laps. First race is at 1 p.m. Admission: 2s per person; 5s car park fee.

There will be two principal races at the Brands Hatch meeting on Saturday, May 12—the Open Challenge (to be run in heats of 10 laps and a 15-lap final), and the International Trophy race (to be run in heats of 10 laps and a 40-lap final). A last-minute addition to the entry list—not shown below—is that of Piero Taruffi, driving a works Cooper, while other interesting entries are those of the two Dutch Beels cars and the two Swedish Effyhs. The programme will commence at 2 p.m. Entry list is as follows:—

Beels: L. Beels, P. Richardson. *C.M.S.:* W. L. Brown. *Cooper:* R. Schell, P. Schell, A. J. Nurse, C. D. Headland, J. Gregory, E. Brandon, A. Brown, A. M. Bryde, J. Brown, R. D. Brown, A. D. Gill, C. Heath, N. Pugh, A. Rogers, R. W. Brise, P. Williams, W. H. Lowe, D. N. Brake, P. K. Braid, J. K. B. Brise, S. Lewis-Evans, I. H. Smith, G. R. Hartwell, G. H. Symonds, D. H. R. Gray, A. C. Rippon, J. W. Burgoyne, B. C. Ecclestone, A. M. Beardshaw, J. Barber, G. H. Wicken. *C.R.M.:* C. A. Street. *Eyah:* I. Pepperson, K. Ericsson. *Emerson:* P. Mould, H. L. Daniell, P. Emery, E. Frost, K. Watkins, P. Pycroft. *Flather Steel Spl.:* S. Rhiando. *Hayles Spl.:* J. Hayles. *Iota:* D. T. Slate, D. J. Taylor. *J.B.S.:* D. Parker, R. M. Dryden, F. Hobart-Smith, John Coombs, R. W. A. Frost, C. Bottoms, A. W. Richards, J. P. Westcott, D. Parker, A. Loens. *Kieft:* A. J. D. Brown, D. W. Powell-Richards. *Parker:* P. Baker, B. de Lissa. *Gross:* W. L. Gross. *Bardon-Turner II:* D. F. Truman.

Speed Trials and Rallies

THE two speed trial meetings to be held tomorrow, Saturday, are the Waterloo and District M.C.'s standing quarter-mile event for racing, sports and closed cars on the Altcar Rifle Range, Hightown, near Formby, and the Cheltenham Motor Club's first speed trial, on Chedworth Airfield, in Gloucestershire, for sports and racing cars; starting times are 2 p.m. and 1.30 p.m. respectively.

Competitors in the M.C.C.'s Edinburgh Rally (which is being run in place of the annual Edinburgh Trial) will leave the starting controls at eight o'clock this evening, May 11, from Brierlow Bar Garage, Buxton, the Mile Three Roadhouse, Bristol, and Godfrey Davis, Ltd., Neasden Lane, London, N.W.10. A night and day section, bristling with observed sections and special tests, will lead the first competitor to finish at Edinburgh at 4.24 p.m. on Saturday, May 12, via Warwick (10.48 p.m.), Harrogate (3.48 a.m., Saturday), Carlisle (11.30 a.m.), Gordon Arms (3.00 p.m.) and Penicuik (3.54 p.m.).

EDINGURGH RALLY
Entry List

Starting from Buxton
Dellow 1,172: C. P. Nichols. **Ford Anglia 1,172:** J. W. Fleetwood, W. Carter. **Prefect:** Mrs. S. J. Fleetwood, Mrs. K. M. Gray, L. J. Epton. **Healey Roadster 2,443:** B. Gamble. **Jaguar 3,448:** D. O'M. Taylor. **Jowett Javelin 1,485:** E. Foulds. **Lea-Francis 1,778:** A. Marshall. **M.G. TC 1,250:** T. A. Marshall. **Standard 1,008:** J. R. Sidwell. **Sunbeam 1,054:** N. F. Walker. **Triumph Roadster 1,800:** D. Gregory.

Starting from Bristol
Bentley 2,996: P. J. Morgan. **Ford 933:** R. G. W. Beor-Roberts. **Ford 10 1,172:** Miss M. A. E. Taylor. **Ford Special 1,172:** L. Chard. **Hillman Minx 1,185:** W. F. Davies. **Jaguar 3,485:** D. Bollom. **XK120 3,442:** G. M. Samworth. **Lea-Francis 1,767:** E. Williams. **M.G. 1,250:** A. L. Yarranton, T. C. O. Cumane. **Morgan 1,267:** C. J. McCann. **Morgan Plus Four 2,088:** P. H. O. Morgan, W. A. G. Goodall. **Morris Minor 918:** Miss J. Cornthwaite. **Riley 1,089:** I. B. Hovie. **Sunbeam-Talbot 2,267:** A. Alsop.

Starting from London
Allard 3,622: L. J. Drew, W. G. Green, M. H. Lawson, B. O. Clark, E. G. Cramp. **3,917:** J. P. Davis. **Austin 1,200:** E. J. Buxton, Miss J. M. Pope. **Bentley 4,250:** I. H. Baillie. **Citroen 1,996:** K. N. Rudd. **Dellow 1,172:** A. G. Willis. **s/c:** B. H. Dees, D. H. Sleep. **Ford 3,622:** L. Jenner, B. Fisher. **Ford Prefect 1,172:** E. J. Stead. **H.R.G. 1,074:** J. H. King. **1,496:** Mrs. N. Mitchell, J. M. Richmond, Mrs. R. M. Richmond. **Humber 2,250:** A. J. Hughes, D. J. Southon. **Jaguar 3,485:** W. F. Mead, H. W. Cookson, S. Y. Baralay, L. H. Wells. **3,442:** W. A. L. Cook, R. V. Havard. **1,776:** P. C. W. Emery. **Jowett Javelin 1,486:** B. D. S. Ginn, C. M. Kemp, R. M. Barford, F. G. Wilks. **Lancia Aprilia 1,484:** J. Carefoot. **Lincoln Zephyr 4,570:** R. H. Brown. **Lea-Francis 2,496:** W. A. Jacobs. **R. D. Jacobs. M.G. TC 1,250:** H. C. Bradford, A. L. W. Soames, P. R. Davies, J. H. Boyd, S. E. Radbourne, J. G. Marks. **1,100:** D. C. Cole, L. C. Cole. **939:** F. G. M. Westrupp. **847:** B. H. Holloway. **Morris 10 1,140:** C. L. Gardner, E. V. G. Gardner. **2,214:** H. J. Kingwell. **Bentley 4,250:** A. J. Tatham. **Scarlet Runner 1,172:** J. Tucker Peake, Mrs. D. Tucker Peake. **Standard Vanguard 2,088:** P. O. Cooper, A. R. M. Holmes. **Standard 1,776:** W. J. Havard, J. R. Waller. **Spadger Spl 1,172:** J. H. Ahern. **Sunbeam-Talbot 2,267:** D. J. Podmore. **1,185:** R. V. Putland. **Vauxhall Velox 2,275:** J. H. Barrow.

The route of the R.S.A.C.'s Scottish Rally, from May 14 to May 17, will contain no night sections, and the 750 miles—all in Scottish country—will be divided into three daily stages. Start and finish will be at Blythswood Square, Glasgow. And for the first time since the war the Civil Service M.A. will run their Curtis Bennett Rally, with competitors starting from London, Cardiff, Glasgow, Liverpool and Manchester this evening. A night section will take them to Macclesfield for a short but difficult section over the Cat and Fiddle Pass at Buxton—attempted in the "early hours." Special tests will be held at the finish, at Stone, on Saturday.

Entries, which were published last week, are repeated below:—

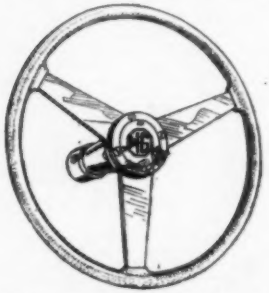
Allard: H. W. Whyte, J. L. Pattinson, M. H. Lawson.
Alvis: N. A. C. Salvesen, G. S. C. Loudon, P. J Kenneth.
Austin: G. Valentine, W. P. Maidens, N. Ewart McCartney, Sir A. Noble.
Bentley: D. K. Thornley.
Bristol: W. K. Elliot.
Dellow: P. M. Goodall.
Ferrari: R. K. N. Clarkson.
Ford: R. M. Bateman, K. R. W. Shackel, D. S. Rayner.
Healey: R. G. Playford, N. G. Perkins, N. Norman Waterhouse.
Hillman: J. R. Robertson.
H.R.G.: J. M. Richmond, W. K. Stewart, Mrs. N Mitchell, W. Shepherd.
Jaguar: G. P. Denham-Cookes, W. Belfrage Black K. S. Richardson, R. Vaughan Havard, A. McClanhan, Dr. C. Moncrieff Fraser, J. H. Goodburn, C. F. Kerr, Dr. J. G. Burgess, O. Reif-Walker, W. L. Sleigh, Jnr., A. Dunn, L. Wood, D. Haddow, A. C. Westwood.
S.S.: J. F. Montgomerie.
Jowett Javelin: J. P. Hetherington, D. B. S. Ginn, G. R. Mellor.
Lancia: J. Carefoot.
Lea-Francis: J. McCubbin.
M.G.: A. Pownall, W. R. Chambers, D. G. Johnston N. L. Paterson, D. A. Wilkins, D. G. Scott, G. A Glennie, R. L. S. Jefferson, J. Roland Sidwell, N Lithgow, N. A. Kennedy, W. A. Gilmour, I. R Page.
Nallon: J. Kingston-Whittaker.
Renault: W. Savage.
Riley: F. D. Cooper, Mrs. K. Hague.
Rolls-Royce: J. Noble.
Rover: A. E. Turner H. E. Gibbon.
Standard: M. J. Clark, G. K. de Grys, A. Ferguson
Sunbeam-Talbot: D. L. Melvin, R. Anderson, J. D. R. Harler.
Wolseley: B. W. Fureden, D. R. W. Hebblethwaite, T. L. McDonald.

ACCESSORIES

RACING WHEEL

ALTHOUGH it has been developed for certain racing cars, a new spring-spoked steering wheel by V. W. Derrington, 159, London Road, Kingston-on-Thames, Surrey, is to be available for sports cars in general.

The wheel is three-spoked, the springing being fairly stiff, and it is very light. It is cut out from a solid plate of Dural, and the rim is completed with half-round strips of cane (hard), or solid rubber (medium), or sponge rubber (soft); a real hide covering, available in any colour, completes the rim. There are three diameters to choose from—15½in, 16½in or 17½in, and there is also a four-spoke



The new Derrington wheel, in this case fitted to an M.G. boss.

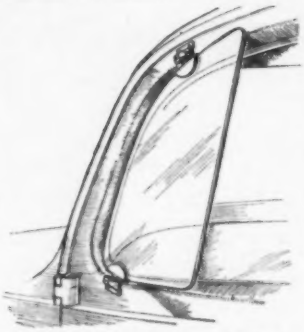
version which costs more than the £4 10s (less boss) for the standard wheel. The centre of the wheel is left as a plain area of plate so that it can be cut and drilled for any boss. In many cases, which include the TC M.G., light alloy bosses are available. Special ones can be made, and existing bosses adapted, but that is a matter which has to be settled individually by owners with the makers.

This wheel should be a useful one for performance cars. The variable softness of rim is a good feature, the springiness about right for current tastes, and the appearance, though plain, is pleasing, suggesting the race track rather than the *concours d'élégance*.

DRAUGHT DEFLECTORS

DRAUGHT deflectors for fitting at the forward end of front windows are being made by Everard and Co., Ltd., Buckler Works, Bampfield Street, Portslade, Sussex. The principle is a simple one and was at one time incorporated in many cars as standard, but it has, like over-window louvres, been scrapped in the search for a smooth appearance for the car.

The Everard model has a top and a bottom ball mounting with fixing plates drilled for attachment to panelling by self-tapping screws, and is made of chromium-plated brass. It is supplied for any model and make specified by an owner, and costs £1 17s 6d in plate glass and £1 18s 6d in safety glass. Deflectors in large demand, such as those for small Fords, are available in toughened safety



An Everard draught deflector fitted on a small Ford.

glass, but those specially made for a rarer model are normally supplied in plain plate; in such a position as the deflectors occupy, near to people in the car, safety glass does seem desirable, however.

The air deflecting action is strong. The pair submitted enabled a window to be open in rainy weather, were easily adjustable, and held themselves in position. There is no adjustment in the ball mountings, which should, however, retain for a long time the necessary stiffness.

VENTILATION

ANOTHER approach to keeping the interior of the car ventilated is seen in a transparent plastic strip, the Cul, for fitting on top of a slightly open window, where it closes the space between the window and frame. The strip is made with its lower edge formed into tabs which are pushed down over the glass, alternately inside and outside, and hold it firmly. The front of a right-hand or left-hand strip—they are made in pairs—points inwards into the car and the rear points outwards, so that there is an air extracting effect.

In use, there are variations in performance according to how the strips are set. On the whole, it was found that it paid nearly to fill the space at the top of the window, using more than one strip, and leaving only 2in gaps. Larger gaps tend to admit rain. There are two sizes, 7in at 5s 6d and 11in at 7s 9d. The makers are Commercial Utilities, Ltd., Walnut Tree Close, Guildford, Surrey.

There are some drawbacks in the idea. The car, with a window slightly open, may be burgled when parked by forcing down the window against winder resistance, exposing the door lock handle; windows with very sloping front edges create a rain- and draught-admitting gap between pillar and glass, for which the device makes no provision, when lowered slightly; and the strip will be knocked off by the door if the window is fully wound down. These minor points must be made, but nevertheless the device is a useful and pleasantly conceived one, and can give a good degree of draught-free ventilation in a car which is not given a built-in ventilating system by its makers.

POLISHES

A NEW liquid polish and a wax polish have been introduced by I.C.I. The liquid is very similar to the familiar Belco No. 7 and is suitable for cleaning and polishing the car before the waxing process. It may be used on a dry surface or while the car is wet after washing. If used wet, it may be allowed to dry before being polished or, on a car in good condition, washing off may be found satisfactory.

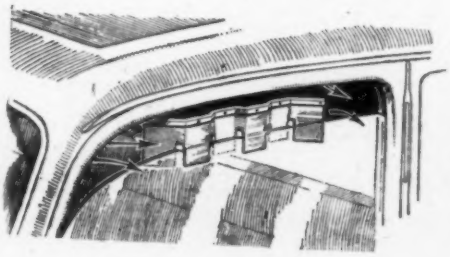
The wax is orthodox, requiring "elbow grease" for a really good finish, but it is claimed to be more easily worked than previous solid waxes of this type. A 16oz tin of liquid polish costs 3s 3d and the wax costs 5s for a 7oz tin.

DIFFERENCE

THE Houdaille Hydraulic Suspension Co., Ltd., are continuing production of the Berkshire Carryall, which is not superseded by the new Berkshire steel tubing Luggage Rack with its all-round load retaining rails and adjustable rubber suction caps for mounting (*The Autocar*, March 2, 1951).

The Berkshire Carryall incorporates two strong, straight cross members and is secured to the car by clips or straps. The distance between the two members is easily adjustable; there is a standard traverse (4ft 1½in) model at £4 17s 6d and a long traverse model (4ft 6½in) at the same price.

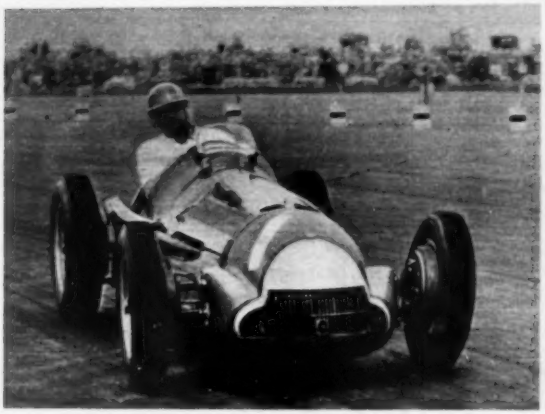
The roof rack with its seven cross rails and its side rails is perhaps smarter and more convenient for a mixed bag of suitcases and family oddments, but the Carryall can take very long trunks, awkward sports gear, dinghies, small ladders and that kind of thing. Shortened down it will also, of course, accommodate suitcases.



A left-hand Cul fitted on a left-hand window, giving an extractor effect. If, in hot weather, left and right Culs are changed over, an intake of air is produced.

SILVERSTONE WATERSPOUT . . . . . continued

Some idea of the appalling conditions which faced drivers in the final of the International Trophy can be gained from this view of Duncan Hamilton's Talbot passing the deserted Stewards' Enclosure ; a carpet of hailstones covered the track.



Fangio, unfamiliar in a crash helmet and vizor, pursuing his unruffled course in winning the first heat of the International Trophy race for Alfa Romeo.

Easily the most spectacular—though by no means the fastest—of the Dyna Panhard performances was that of the American driver "Dave," who lifted the inside rear wheel of the car high in the air on at least three corners on every lap.

Earl Howe, hands on hips and back to camera, watches the start of the Production Car Race (Division 2) ; the driver nearest to the camera is Charlie Dodson, making a welcome return to racing at the wheel of a Jaguar.

This is the Ghost Minx, centrepiece at floor level of the car display; flanking it are car models and photographic items in the cabinets. Road transport as a whole comes between rail (ground level) and air (gallery level).

The Festival Opens : ELEGANTLY

This artist's impression (by Gordon Horner of *The Autocar*) of a possible form of turbocar of the future (the mechanical drawing was published last week), hangs in the futurist section of the Transport and Communications Pavilion on the South Bank site. The turbine is at the rear, driving the back axle through a separate power turbine. Main air intake is along the roof.

LET it be admitted right away that the display of automobile transport in the South Bank site of the Festival of Britain is a lesson to those who stage exhibitions. Conditions were, of course, almost ideal; the building (architecture by Arcon) was designed round the exhibits, and the Council of Industrial Design was able to decide on the number of exhibits to be shown and then to pick them with all the deliberation of a gourmet selecting a plate of *hors d'œuvres*. Failure under such conditions was unthinkable, and so it has proved. But even so a tribute must be paid to the skill with which the final result has been reached.

On Friday last Their Majesties the King and Queen, accompanied by members of the Royal Family, toured the South Bank site. The inevitable glitter of such an occasion tends to colour the reactions of the observer, but this journal can safely say that, apart from such a consideration, the virtually finished exhibition is impressive to the point of thrilling. The Transport and Communications Pavilion, conned with the special-

Dignity and impudence? The snub and cheeky nose of the Morris Minor is under the eye of the classic Rolls-Royce Silver Wraith.

Modernistic pattern of steel bannisters and cutaway body, assisted by the angular functionalism of the 1904 Lanchester, proudly bearing its V.C.C. badge.

ist eye, is, indeed, really thrilling. How many countries, one asks oneself, for all their bombast and nationalistic fervour, can display such a record of achievement?

The theme of the Transport Pavilion was outlined in the January 5 issue, and it is useful to bear it in mind when "doing" the Pavilion as a whole. But the individual exhibits will halt the motorist for special study as such. Down on the ground floor is the beginning of the car, represented by the 1904 Lanchester, and—how glad one was to see it—a record of "Dr. Fred's" early achievements. Thereafter the jump is complete to modern transport, in the form (at present) of the Ghost Minx as a centrepiece, flanked by a contrasting display of the Morris Minor saloon and the Rolls-Royce Silver Wraith—the big and little of British manufacture.

From this point one ascends the ramp (the pavilions are laid out so that progress, usually upwards, is logical) and on the way up the ramp are Ford Zephyr cylinder heads, a Nuffield rear axle, XK camshafts, Austin crankshafts, Vauxhall rocker casings, a Rootes door pressing and an Alvis coil and wishbone front suspension. Then come four fine production cars—the Austin A.70 Hereford, Bristol Type 401, Jensen Interceptor and Jaguar XK 120. Accompanying the main items throughout are models and photographic displays giving the story of car manufacture.

Green and sleek on the left at the top of the ramp is Goldie Gardner's record car, bearing the M.G. octagon and the B.R.D.C. badge on its nose. It faces some fascinating models of early racing cars and a couple of paintings bearing the famous signature, "F. Gordon Crosby," whose work for *The Autocar* became known all over the world. Beyond this section engines are displayed in the fine, ascetic finish of the Show model, amongst them the Jaguar XK 120 again (how that car has caught the imagination) and the six-cylinder Rolls-Royce. Not many motorists will resist the temptation to wander farther in the engine section, for even more superb models typify present aircraft practice, with sectioned gas turbine engines over which to marvel.

But logical progression demands further climbing, and on the top level of the car section stands, in the lone splendour that matches its achievement, the Rover turbocar—JET 1. Rover's have faith in the future of the turbine for road work—it is a faith that is shared by many—and so, it seems, have the Council of Industrial Design, for alongside it is the projected transport idea of the future, in the form of a very stylish, "backwards-facing," saloon, in which the driver sits well over the front wheels and the turbine power unit is located at the rear. The model is to scale and is prepared from designs by three young engineers. A Ford Prefect chassis completes the section.

Cobb's Land Speed Record car is in place under the eaves of the Dome of Discovery, among the outstanding achievements of British engineering. It has a striking affinity with the Dome itself, and might have been an engineer's doodle constructed to set off the giant aluminium saucer. It is interesting, now, to observe how little apart its shape is from the aerodynamic sports cars currently produced. It is doubtful if Reid Railton, when he designed it, could have guessed that approximations to his envelope would have appeared so soon.

Needless to say, the Transport Pavilion is not alone in having a special appeal to motorists, but elsewhere the exhibits must be sought individually; or better, come across haphazardly and enjoyed for their special sakes. But motoring cannot complain that it has not been recognized; indeed, a caption giving great joy is one that recognizes the importance of roads and road transport in the progress of civilization. It is to be hoped that Mr. Attlee, looking well again after his spell in hospital, paused before this line of wisdom during the royal tour, and made a note on his cuff. "Must remember," would be sufficient.

DISPLAYED EXHIBITS IN THE TRANSPORT AND COMMUNICATIONS PAVILION

On the right-hand side of the ramp on the way up are car components and then a further selection of current production cars of merit.

The car waits by the shop and all around is the excellence of Salisbury. The spire of the cathedral shows and the buildings below it form one end of an arched gateway to the Close.

DAY OF QUALITY

A COTTAGE—

WHENEVER anyone says to me that this is an age of ugliness, I try to defend it. After all, we have to live in the time into which we are born, and plain despondency is apt to take the fine edge off our enthusiasms. Then I am referred to such details as the heavy tastelessness of utility china, the miserable matter-of-factness of plastics which are pressed into tasks—such as cups and saucers—for which they are hopelessly unfitted. It is hardly necessary to go on with the list; of box-like buildings made of unseemly materials, of formless Cubist structures that form some of the modern blocks of flats. I try to do my best for these times. "It is merely a change of accent," I say hopefully. "What about the cars and aeroplanes, the magical grace of a Comet, or such futurist triumphs as that spidery masterpiece, the Skylon in the 1951 South Bank Exhibition which has just come into its own."

These protests do not avail very much, because it is hard to deny that in the sphere of taste and elegance in everyday life this is rather a bankrupt age. Times past did a lot of aping; they were not afraid to set off the green landscapes of Wiltshire with Doric columns, but the wafer-thin china, the congruous grace of Bath or Brighton, even the patchwork quilt seen in Jane Austen's house, which figures later in this story—all these make testimony that cannot be denied. This train of thought began with a broadcast talk that I heard, a simple plea for colour and light and a little unaffected pleasure in these things, by Lord David Cecil. All the same, if the production of the good is on only a limited scale, it is true that we do look after what we have got rather well. This story is evidence of it.

My train of thought continued while slipping down the Kingston By-pass, on a spitty, petulant March morning en route for Salisbury. The car was a 2½-litre Mark V Jaguar. A friend had telephoned all of a sudden, in the way these things happen, and suggested a trial of the car, for me, and a visit to Jane Austen's house at Chawton for us both. Yes, we do care for what we have got left, and there was never such a land for the preservation of This, the Restoration of That. We are almost as keen on monuments as on religions, or bird watching. When the suggestion was made, I hardly knew whether to be glad or sorry, such is the effect of too much time spent in the area of London.

My companion, the Jaguar owner, is an enthusiast for the chalk and contours of Hampshire among other things (such as old books), and this explains his arrangement for this visit. A large part of the creative life of one of the greatest of the English novelists was spent at Chawton. "I approach my writers topographically," he explained, which seemed as good an approach as any other. The day was full of quality, some old and some new. The Jaguar itself formed the contemporary element. A lot has already been said about this car; and interest has shifted to its titanic progeny, the Mark VII (or is this more accurately a son of the XK? —it is XK-hearted). We were not dissatisfied with a mere Mark V for this particular day.

The practical man of the road has not been neglected in this design, and impressions began to form as soon as we were clear of some of the worst congestion, and the green, width-revealing wings, surmounted with their neat sidelight fairings, began to consume A3 in that deceptively idle manner that is characteristic of the larger cars. My companion is the most methodical of men, and he had run-in this car over some 3,000 miles with extreme care. "I only extended it for the first time the other day," he confided; "saw 90 on this instrument, which Smiths have specially provided, and which is supposed to be dead accurate." Some drivers believe that running-in is based on a fallacy, but most share the view with my companion, that a car needs plenty of running-in.

He was charitable enough to let me take the wheel (charity indeed, in view of all his pains), and I appreciated the deep screen and splendid forward view. The interior roominess and comfort struck me on reacquaintance as exceptional. The comfort is real motoring comfort also, for some joke of nature has given the writer prominent knees, and the seat can be wound into a better position without any subterranean gropings, while the wheel comes welcomingly back to the natural position for the hands.

The benefit of such equipment for the man who wants to get somewhere lies in its power to make such a run as this to Salisbury in easy time for lunch, or morning coffee, without any effort whatsoever. Even in these difficult times, a lively engine which is versatile in the top gear range can work the magic carpet spell. We went to Guildford, with its steep setts, to Bentley (incidentally the place where Jane Austen's brother Henry was once curate), and then to Chawton. It is just beyond Alton, on A31. New Alresford, where the houses jostle and nod, and where the road is in some doubt whether to go up or down the steep main street, is not many miles away on the Winchester side.

Some roads have particular personal associations, and this route had, for my book-collecting companion. He told me how the fast, gently bending, downgrade run into Chawton on many a previous occasion, in many different cars over the years, had been part of a 90-mile stretch covered in just under two hours or slightly more, according to the circumstances. The last such time on the Jaguar he had copies of Jane Austen's first and last works on the back seat, as collectors' acquisitions tracked down that very day. Chawton Cottage had been known to him for something like twenty years, long before most of the publicity it has now received. He feels that he almost knows its early 19th-century occupants.

In Chawton the quality of the past was about us quite soon. For those who may wish to follow the Jaguar, and make their own visit, this house has only recently been opened. It is cared for by the Jane Austen Society, which purchased it in 1947. Three Chawton families of today occupy the large, shapely house, and some idea of late

Chawton Cottage, the home of Jane Austen from 1809 to 1817. From the decorated window on the left flank of the building, now that of the museum, the novelist watched the passage of "legislators, heroes, fools and villains." The comment, no doubt, which first referred to Winchester schoolboys, is still valid. Parking is not easy just here.

18th-century standards may be gained from the fact of its being named the Cottage, the comparison, no doubt, being with Chawton House itself.

It stands like an island among the heavy traffic, for the Winchester and Gosport roads converge just at this point. The visitor can soak in atmosphere enough in the well-proportioned room which, assisted by period furniture such as a George III bookcase, breathes gently the spirit of the Age of Elegance. Some of this is recently acquired, and from the original Jane Austen home at Steventon, notably an escritoire and some Hepplewhite chairs. This room was then part of the one in which Jane Austen revised *Pride and Prejudice* and wrote both *Mansfield Park* and *Persuasion*. Jane herself was largely responsible for the choice of this house. It was the property of her brother Edward, of Chawton House. The fastidious soul that was able to write masterpieces among visits from relatives, wished at least for as much solitude as possible.

It is a friendly place of pilgrimage, this, and there is nothing that is *verboten*, although the frequent visitors must

A CITY—A JAGUAR—A BOOKSHOP . . . . by J. F. HEWISH, B.A.

Part of John Speed's map of Hampshire. This famous cartographer and historian presented "divers maps" to Queen Elizabeth, in 1598. His series on the English counties was first printed rather later, and the maps were used to illustrate his History of Britain.

Plaque on the house, in College Street, Winchester, where Jane Austen died. The seemly title page shown above (right), is that of a first edition of the first Jane Austen novel to be published. At first, the name of the author was not revealed.

cause a great deal of disturbance. On this visit it was possible to go behind the house by a garden path and visit the old bakehouse where "Jane's cart" is still kept. This is a donkey cart which she used for journeys to Steventon and elsewhere. It remains in the shed almost as if she had just used it and put it away for the weekend. The well in the courtyard is still in use.

The caretaker of the museum, Mrs. Newman, a friendly and well-informed cicerone, will admit the visitor for 1s on Tuesdays, Thursdays and Saturdays (and on other days by special request, if she is at home).

Jane and her sister Cassandra lived here from 1809 to 1817, and those who have felt the full attraction of her writings (some hold her the greatest of the English novelists, and none denies that she is among the great) will wish to visit the thatched village of Chawton. From the one-time sitting room window they can look out at the garden, at that view which was seen by "the sharpest eyes in English literature," as they have been described. It is also possible to go to the bedroom where Jane Austen lay at the start of her last illness. She did not actually die in Chawton Cottage, but in Winchester, where she was moved to be nearer to her doctor. The house in College Street is marked with a small plaque, which was visited on a similar journey to this one. She is, of course, buried in Winchester Cathedral.

This view from the road shows well the ramparts of Old Sarum. The builders of the first city "took over" the defences of the original settlement.

A DAY OF QUALITY . . . . . continued

It is difficult not to see Chawton still full of the life of park and village and great house that made up the "animated tranquillity" of the novels.

When the Jaguar travellers left Chawton the London gloom was almost dissipated, and it was noticed that a few spikes of bud were even daring to show themselves in this intimidating spring. The roads were still wet and the day a little murky, but it was tempting to extend the Jaguar again on the long stretch over the downs to Stockbridge and Salisbury, where the road takes long undulations and is visible for miles ahead. My companion, the runner-in of Jaguars and hunter of rare books, had already decided on a visit to a certain ancient bookshop in Salisbury. First, of course, we had passed Winchester, another part of the Wessex richness.

The shop was reputed to have some first editions of Jane Austen (such things being much as vintage Bugattis in a different sphere). There is no doubt that such a car as this Jaguar is of great indirect importance to a collector. It does not exactly locate first editions, but it makes the southern counties much smaller, and there are interesting shops in Winchester and Bournemouth, to say nothing of Guildford. It enables the bibliophile to swoop on his quarry like an enthusiastic falcon, while less fortunate men content themselves with book lists and postal services.

The bookshop, with its massive timbering. It was evidently built to last for ever, and there seems little doubt that it will.

Before entering Salisbury we paid a quick visit to Old Sarum. I was surprised to be told that the present city is rather as the new town at Stevenage will be to London, the result of a piece of conscious green-belting. Old Sarum, the city of the early Middle Ages and before, was sited on the ramparts of an earlier fortress. It was fortress and abbey church combined. The move to the present site was a result of overcrowding and—this is hinted in the official pamphlet—some disagreement between Church and Military.

After lunch, to the bookshop of Mr. Beach. Salisbury itself is a pleasing confusion of timbered ancient houses and mellow streets, with the perpendicular up-leaping of the Cathedral in domination. Just the place, in fact, where one might expect to find just such a shop as Mr. Beach's. The building is one of the oldest—if indeed not the oldest—in Salisbury and has been lovingly restored. Downstairs, behind the inset lights of the window, is the shelfy grotto of the shop; upstairs is the house where the first editions that we sought were lovingly carried. A picture of one of them is reproduced. It is hoped that Mr. Beach will not mind his place being described in some detail, but the risk must be taken. Some of the timbering in this exquisite house must be 18 inches thick, set off by white plastered panels and an old Dutch carven overmantel and floors of the deepest polish.

Downstairs, at the business level, Mr. Beach sits, walled in by first editions. The collector's bug had got me, too, by this time, and I indulged in a first edition of a favourite novelist, of more recent date than Jane Austen.

It was still raining when we directed the Jaguar in search of a welsh rarebit for tea, before the run home. Salisbury is the kind of place in which all sorts of interesting nooks for tea might be found, but, short of time, we were content with the modest and democratic Cadena. The bookshop is just exterior to the archway at the entrance to the Cathedral Close. So there was a pause to look at the tranquil-faced sculptures that stand down the surface of the West Front. Salisbury is a complete contrast to the squatness of Winchester, though the latter is so close in miles. Perhaps the two buildings reveal two aspects of the national character. Scaffolding showed on the spire, where some much-needed restoration is still in progress.

There is regard for quality here, too, and it helped to pop the seal upon my satisfaction and that of my bibliophilosophical friend, who had allowed me to try his newly run-in Jaguar. This struck the conversational note for us on the run back, during which the weather was so bad that it was hardly worth changing drivers. Although it was late March, snow cross-hatched the head lamp beams on the night run back over the Hog's Back, which suggested, we thought, just a little more Wessex variety still.

HOT RODS' DAY OUT

SUCCESSFUL SHOW IN LOS ANGELES

THE fourth Annual Hot Rod and Motor Sports Show held in Los Angeles recently drew out a variety of performance cars, both imported and American built. The exhibition was visited by some 80,000 people, according to Robert M. Barsky, managing director.

A feature of the show was a "trouble-shooting" contest for high school enthusiasts, who had to find a deliberately placed mechanical fault. Forty teams from local high schools took part in the contest, which was televised.

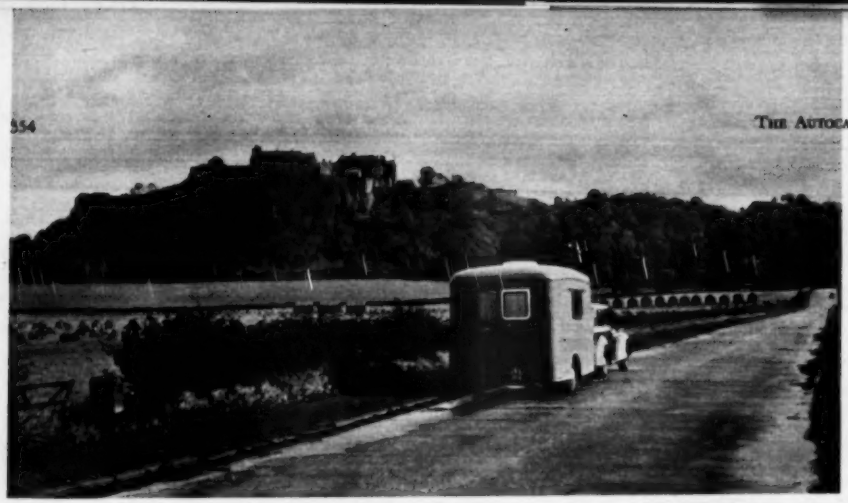
A considerable accessory and component trade and many fine workshops are at the service of the American enthusiast for high performance cars. Many of such firms had exhibits at the show.

This fine home-built model with a Mercury engine has a very low centre of gravity, and is said to have excellent road holding. Mrs. Linda Planette (by the car) helped her husband to build it.

Introducing the Uniwheel: The driver - transmission-engine unit stays in the horizontal plane, the circumferential wheel turns. The steering wheel heels over the driver and engine, and thus steers to right or left. The weight of engine and driver no doubt prevents both from looping the loop, but the fattest driver might be the safest! A speed of 90 m.p.h. (after you, Claude) is claimed.

Undershield, small frontal area and an engine running on special "dope" gave this special (owned by Leroy Titus) a speed of 153.32 m.p.h. on El Mirage dry lake, a record in its 300 cu in capacity class.

Below: A roadster recently completed by Chuck Shaffel, of Los Angeles, is typical. Under the bonnet, everything is superbly finished and polished.



Approaching Stirling. The Castle crowns a wooded height.

by E. A. Sissons

Caravan Topics

IN my notes early last year I mentioned my aim to build a really light caravan embodying a method of construction that I had used over 20 years ago. In March I suddenly decided to have it built forthwith, and gave the order to the same manufacturer who, under my guidance, had built my 1949 van. The new van was completely experimental in design and construction except, as mentioned above, that it was tried out in a small way in 1930 and that I had since gained further valuable experience over extensive mileage with proprietary vans. The new one was 13ft long and the design provided, apart from standard requirements, everything necessary for prolonged touring, including a separate toilet room, double and single beds, cold-water storage tank with pump service to sink, gas cooking, lighting and heating, and supplementary electric lighting. In fact, a complete touring flat on wheels, and when finished and equipped ready for the road with gas cylinder, and water in the tank, it actually turned the scale at under 13cwt, owing mainly to the fact that it has no chassis in the accepted sense.

I took delivery on June 19, at 2.30 p.m., and, with no trial run (such was my confidence in it) set off for Cheltenham. The hundred-mile trip was covered comfortably in 3½ hours, and I knew immediately that I had a winner. It towed superbly at all speeds, and was completely free from rolling, pitching and snaking. The car, a 16 h.p. Austin, pulled it as though it were a shadow. Since that initial run I have covered several thousand no-trouble miles in England and Scotland, and have acquired quite an affection for it. In view of the small size the space inside is something to wonder at. Most visitors comment very favourably upon the immediate impression of spaciousness.

The point of all this is that my opinion, expressed for years, that caravans generally are much too heavy for serious touring, has been amply proved, and a caravan can be built that will give real carefree towing in any part of the country. A smaller size weighing, say, 10cwt, could be taken up the side of a house almost by a Ten. During this year I hope to subject it to a still more drastic tour than my Land's End to John o' Groats and back of 1950.

A Question of Policy

CARAVANNERS are advised in all seriousness to insure their caravans and contents against loss by fire or other accidental causes. This applies particularly to those who are all-the-year-round users. During a recent tour I saw the remains of an almost new caravan that had been burned literally to the ground by external means during the owner's absence.

Except for the wheels, springs and axle, the residue was so much ash, a sorry sight indeed. The unfortunate owner lost every penny of his purchase price, for he had failed to take out a covering policy as the caravan was used mainly at weekends. Considering the reasonable premiums it is penny wise and pound foolish to neglect this simple precaution.

"Caravan Park Full"

THERE are well over one hundred caravan manufacturers in this country, some of the larger ones turning out vans from an assembly line. Where do they all go to? I can tell you. More often than not they go to the listed caravan sites that you and I wish to use when we are on tour. This last summer I was confronted by more "Full Up" notices than ever before. One cannot blame the owners of these parks, for by catering for the resident caravanner (a misnomer if ever there was one) they obtain a regular income all the year round and haven't the bother of dealing at all hours with itinerant caravanners seeking a pitch. All the same, I sometimes say the nastiest things anent the deplorable state of affairs that compels young married couples and their families to live thus. Even when I am successful in obtaining a site in a licensed camp I am often dismayed by the overcrowded conditions which caravanners, by force of circumstances, have to endure, made worse by noisy radios, dogs and children. Compared to their plight, my own inconvenience is hardly worth mentioning, nor is the affront to my æsthetic taste by lines of washing hanging out and by odd and sundry articles of domestic use underneath the vans. May these unfortunate people soon have real houses.

Rubbish!

THIS leads me to another grumble. Why cannot site owners provide garbage bins? (Some do, most don't.) And when they *are* provided why can't they be emptied regularly? I am fully aware that campers are supposed to bury all rubbish, but on most of the sites I stay on I should very soon be told where to take myself and my caravan if the farmer found me digging pits all over his meadow. I often wonder what some farmers do with their own rubbish in view of their surprise when I ask what I should do with mine.

The Mudlark

MUD is the caravanners' curse. As 1950 was the wettest summer in (my) living memory, and I covered my record distance in one year (eight thousand miles in England and Scotland), one would conclude that I must have had a tidy few boggings. As a matter of actual fact I had none, despite the record number of camps I used and the enormously varied country.

Why? Mainly because I was ultra-careful in my choice of sites, and resolutely said no when farmers and others assured me that the ground was safe in any weather. It is downright astonishing where some farmers will put you if you are "easy." Prevention is better than a sticky ending.

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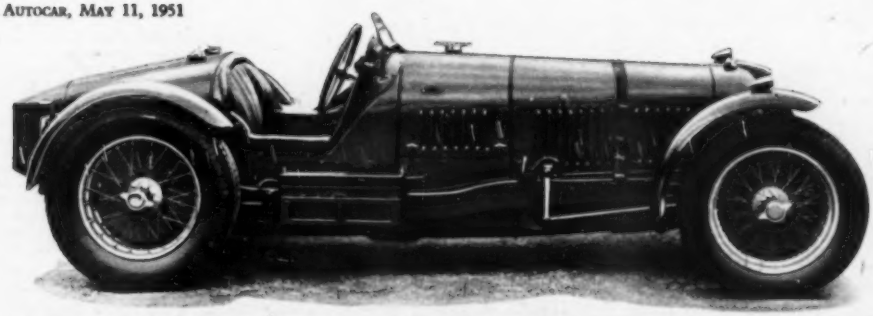


One of the fastest road-equipped cars to be seen in Britain today, MPB 504 doesn't even begin to show a positive boost reading until after 84 m.p.h. in top. The relatively delicate wheel nuts (typical Continental practice, this) don't invite hub-splitting cosh onslaughts by cretinous mechanics.

TWO-NINE MASERATI

TALKING OF SPORTS CARS No. 338

ANOTHER OUTSTANDING RACING-TO-SPORTS CONVERSION

IF people autographed cars the way they autograph cricket bats and ancient monuments, how nobly would old MPB 504 be enscrawled! Tim Birkin, Brian Lewis, Tim Rose Richards, Freddie Clifford, Austin Dobson, R. F. Oats, John Wyer, Dudley Froy, T. A. S. O. Mathieson, Mike Oliver . . . all these, at one time or another, owned or raced—most of them owned *and raced*—the lovely 2.9 Maserati which today nourishes the soul of Squadron Leader John Crampton, D.F.C., its current owner. The fastest cars on the roads of 1951 Britain, it can be said with the usual fear of contradiction, but little fear of being wrong, all date from the early 'thirties, and MPB 504 is one of the vehicles that give that assertion its smack of authenticity.

Late Boost

Crampton, "scorning to vent his prowess in a storm of words," or rather his car's prowess, is bashful on the question of just how fast the Maserati will go. He allows it to be known, however, that at a true road speed of 84 m.p.h., equal to 3,000 r.p.m. with the 3.6 to 1 back axle normally used, the big Roots-type blower hasn't even begun to put pressure behind the inlet valves. On alcohol these engines developed 230 horse at 5,500 a minute. Exactly what this particular sample churns it is hard to say, for it may never have been bench tested on the sort of pushwater that anyone would or could afford to use roadwise; but with 30 of benzole to 70 of petrol in the tank, which is what does go into it when the owner really comes over urgent, it is reasonable to reckon the output at around 190 b.h.p.

And at this point we will leave thinkers to do their own calculations of probable maximum speed, only pausing to mention that the unladen weight of the car is 21cwt, and to remind them of something that will be obvious from the tintypes here displayed, viz., that the frontal area of the European racing cars of the immediate pre-monoposto era was decidedly moderate.

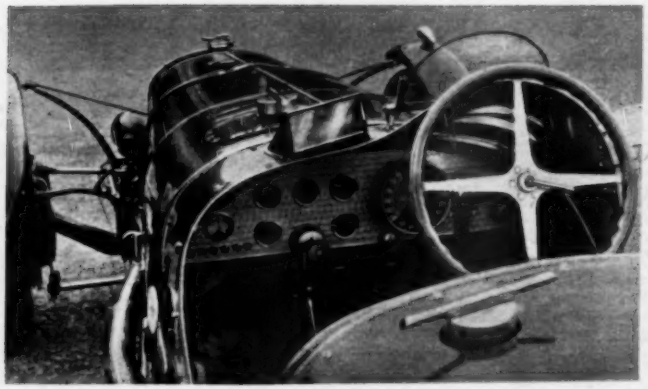
It was late in 1946, at the instance of "Taso" Mathieson, the Two-nine's then owner, that John Wyer, who nowadays is Aston Martin's racing manager, started to convert MPB 504 into a road machine. The task took over a year of intermittent travail and consisted of adding lamps, battery, Lucas starter motor, silencer and rather *al fresco* mudguards, and making room for a passenger by abrogating the ten-gallon oil tank which had occupied space at the driver's left. The reserve fuel tank, positioned under the scuttle and with a capacity of eight gallons, thenceforth served as sole oil receptacle. The main fuel bunker in the tail held, and still holds, 25 gallons and has twin filler orifices of 4½in diameter with screw-action caps.

Mathieson, who had run the Maserati in the Bois de Boulogne, St. Cloud and Perpignan races of 1946, immediately before the car was docked for the make-over outlined above, never drove it competitively in sports trim; and Mike Oliver, who owned it for a month or two in early '48, did only one sprint on it. Finally, if only to get some peace, Oliver broke down and sold the car to Crampton, whom it had completely enslaved from the first time that Mike let him motor it.

A short tour of sprint operations during 1948 (Stanmer Park, Shelsley, and a couple of Prescotts) afforded Crampton a barrel of fun but no silver cups, and the same may be said of the curtailed programme essayed the following year when a solitary sprint—Brighton speed trials to wit—resulted in all the clutch plates going akimbo, and a solitary September Goodwood ended in the Maserati undergoing ninth place out of ten finishers. These results, however, were more a measure of the aviator's inexperience than the car's senescence, and did nothing to allay John's delight in his purchase.

In the autumn of 1949, MPB 504 was

Fully exposed to the air and fitted with big gauze-covered scoops, the 15-inch diameter brakes pack great stopping power. Note the neat diagonal wing bracing.



The slim, wood-rimmed steering wheel, added by the present owner, is of Bugatti origin. The twin tommy-barred filler caps are 4¼ inches in diameter.

TWO-NINE MASERATI . . . . . continued

again slipway'd and then began the face-lift of its life. As so often happens when an oldish vehicle, specially one which has been extensively raced, is really held up to the light, successive stages of dismemberment revealed new things that needed doing if perfection were to be attained, and each week found the owner taking wider detours to avoid street encounters with his banker. Fortunately the skilled part of the work had been entrusted to an operator combining high gorm quotient with concern for the customer's economic survival, viz., Alan Southon, keeper of the Phoenix Green Garage, Hartley Wintney, Hampshire, but even he couldn't see an inexpensive way out of the problem when Laystall reported that both the original and standby crankshafts were crows-footed with hair cracks. (This spare crank derived from a complete engine, replica of the one installed in the car, which Crampton had the great good fortune to be able to buy from a subject down at Folkestone.)

Venture

There was, of course, only one thing to do, and John, taking a good, deep breath, instructed Laystall to go ahead and make a new Nitralloy crank in the image of the two duds. "Perfection," as Voltaire so rightly said, "walks slowly and requires the hand of time." In this case it required the hand of six months, but at least this gave Crampton and Southon plenty of time for catching up on the other jobs that needed doing so urgently.

These, in brief, consisted of thoroughly overhauling the engine, gear box and clutch, adding a dynamo to the Scintilla magneto, rewiring the electrickery throughout and sissying up the car's appearance from end to end. Luckily the general condition of the movement, apart from the crankshaft, left little to be desired. In the purging, decorating and furnishing departments the scope was considerable. With his own hands John made up a new instrument board in engine-turned Duralumin, then came a tonneau cover, improved mudguards with stouter stays, a plated and quickly demountable luggage carrier, a delicate wood-rimmed Bugatti steering wheel, new red leather upholstery, dual wind-tone horns, special Dural footwell bottomings, new and eyeable head lamp mountings . . . Finally, after the front axle, visible steering components and springs had been polished to mirror finish, and the paintwork lovingly tended, the whole appearance was something right out of this universe. All told, it took over fourteen months to launch MPB 504 into its new lease of life, but the result justly evokes immense raves-per-minute among discerning beholders.

Some Anchors!

Up to the time of writing the Maserati has done 2,000 road miles since undarkening the doors of the Phoenix Green Garage last Christmas. It is a sure-fire starter on the button, ticks over slowly and cleanly, gives fifteen miles to the gallon at an over-80 cruising canter, steers with superb accuracy, emits nary a rattle, never blobs a plug, is instantly detainable from any speed by means of the vast cable-operated brakes (drum diameter, not counting the ribs, 15 inches), magnetizes cohorts of awe-stricken urchins wherever it comes to rest. No hood is fitted and only a driver's-side aero screen. The Brooklands exhaust system looks beautiful and, except at high revs and load, gives a very passably subdued note.

What goes on under the bonnet, in case anyone has forgotten his Maserati lore, is this: The engine has eight cylinders in line with bores and strokes of 69 and 100 mm; the detachable iron head carries two valves per cylinder, angled at 90 degrees to each other; the crankshaft has two ball races at either end and the other three main bearings are plain white metal; the tubular connecting rods have plain big-ends and carry flat pistons giving a compression ratio of 6.5 to 1; a train of spur gears driven from the nose of the crank motivates the Roots blower, the twin overhead camshafts (running in five plain bearings), the water pump, the magneto and the two oil pumps—sending and fetching back; the supercharger, a Maserati product, rotates slightly faster than the crankshaft and blows at a maximum pressure of about 10 p.s.i.; the iron cylinder block is unintegral and is mated metal-to-metal with the head; each valve carries two concentric springs and has inverted cups between its stem and the cam.

Torque tube transmission, a traditional Maserati feature, figures on the Two-nine, which has a four-speed crash gear box. The ratios are as close as you would expect, and that is all I know about them; a short central chopstick is the means of changing them. The clutch is not unduly heavy on the tendons and gives a smooth take-up. With 6.50-inch tyres fitted to the 19-inch driving wheels, each thousand revs in top is equal to 28 m.p.h.

As a matter of melancholy history it should go on record that this is the actual car in which the late Tim Birkin, during the Tripoli Grand Prix of 1933, sustained the burns which resulted in his death. That was the only race he did in a car which, eighteen years later, was destined to bring so much zest into the life of an enthusiast who reveres the baronet's memory to this day.

MPB 504 never scored an outright win, either in Grand Prix or sports trim, so far as I can discover, although Birkin himself brought it over the line third—behind Varzi (Bugatti) and Nuvolari's Alfa—in that fateful Tripoli race; and, but for the time lost on the over-long pit stop when he fatally burnt his arm on the exhaust pipe, he probably would have won.

Then in Brian Lewis' hands the old Mas. was placed second in the International Trophy at Brooklands in 1934, behind a single-seater Maserati driven by Whitney Straight; and Austin Dobson picked up a third with it round the Brooklands Mountain course in 1936. The car saw a lot of strenuous action in its day but seemed to lead a somewhat gremlinfested life. To the present owner's knowledge, and he has a beagle's nose for digging up past history, MPB 504 has performed over sixteen courses, including sprints, the list looking something like this: Tripoli, International Trophy, Douglas street-corners circuit (Mannin Moar), Dieppe, Donington, Brooklands Mountain, Elstree, Bois de Boulogne, St. Cloud, Perpignan, Luton Hoo, Stanmer Park, Shelsley, Prescott, Brighton, Goodwood.

Hide-Out

R. F. Oats, mentioned among the previous owners and/or drivers in my opening paragraph, snatched MPB 504 away for safety in Cornwall during the war, by which token I sometimes reflect that if the Hitlerite types had ever had a buzz on just how many racing cars were holing out in that county between '39 and '45, it might have been too bad for our post-war motor sport.

No Italian car of this Maserati's calibre ever looks quite right in anything but a coat of red paint, and it is therefore pleasant to record that MPB 504 is in fact red: something a shade deeper than Italy's racing colour, but none the less red. Kept the way Crampton keeps it, there are not many lovelier things than this Two-nine.

D. M.

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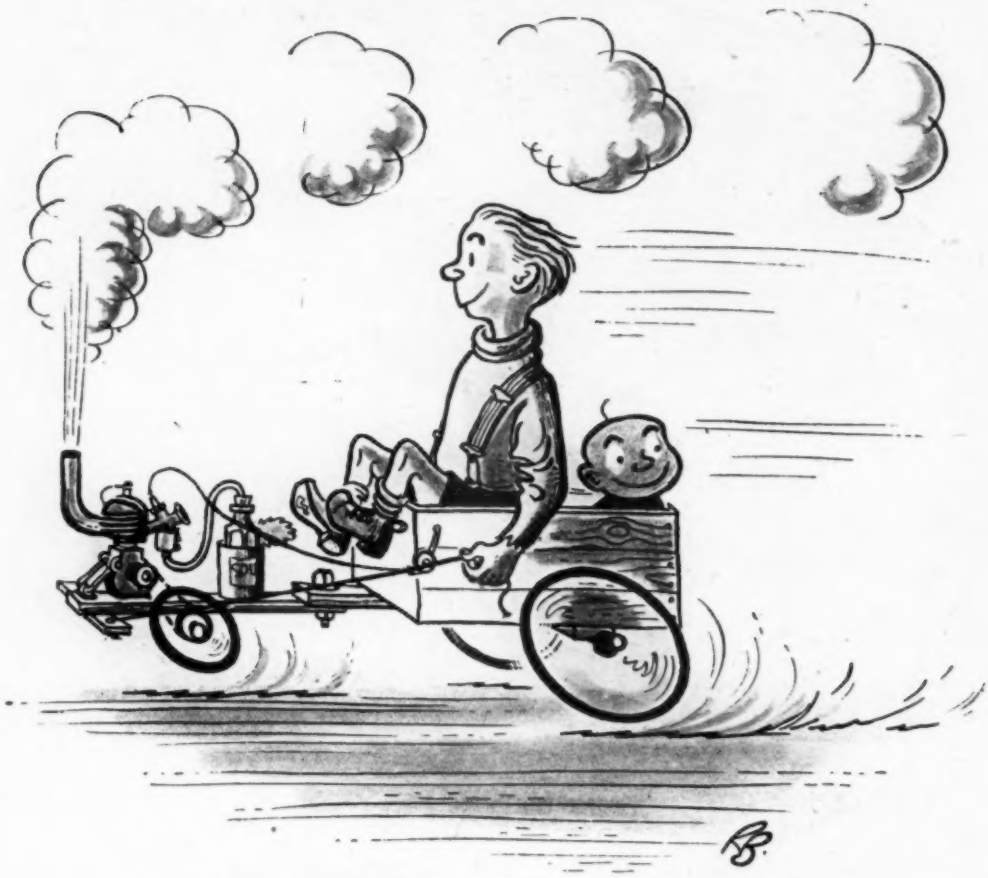


Mr. Mercury will give you more miles per gallon!

You see some pretty queer jobs on the roads these days—whether they're old crocks or the latest creations. But, veterans or advance guards, they've got one thing in common. Their engines will be all the better for having National Benzole Mixture in the tank. 'National' is the tonic that every road vehicle is waiting for. It's been a long, long wait. Let's hope that the return of 'National' may be any moment now.

NATIONAL BENZOLE MIXTURE

Coachbuilder's Craft

A FEW SIMPLE RULES MEAN A LOT IN BODY STYLING

CURRENT Italian body design is acknowledged to be beautiful by contemporary standards, and many motorists, seeing examples at the international shows, find themselves wondering just why there is a grace about the Italian line that seems to elude the body builders of other countries.

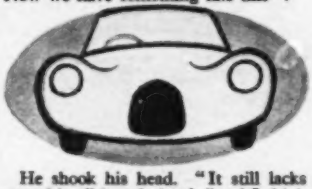
There is also something in the tricks of the trade of another profession, that of the layout artist. A layout artist is the man (or woman) who decides just where the type and the illustrations of an editorial page in a journal, or an advertisement, shall go, also what types shall be used. He has a trick known as "ranging," which comes in useful for the body designer.

Thirdly, there is simplicity, which enjoys a great vogue in current taste. The Italian tradition tends towards simplicity, emanating from the classical heritage of Roman art, and armed with these key aids the Italians are well on the way towards the body beautiful.

I had a long chat recently with an Italian, one of whose many interests is body styling, and my notebook was filled with little sketches which he made in order to emphasize his points. We concentrated on the sports coupé. "Now," he said, "this is what the average sports coupé looks like from the front":

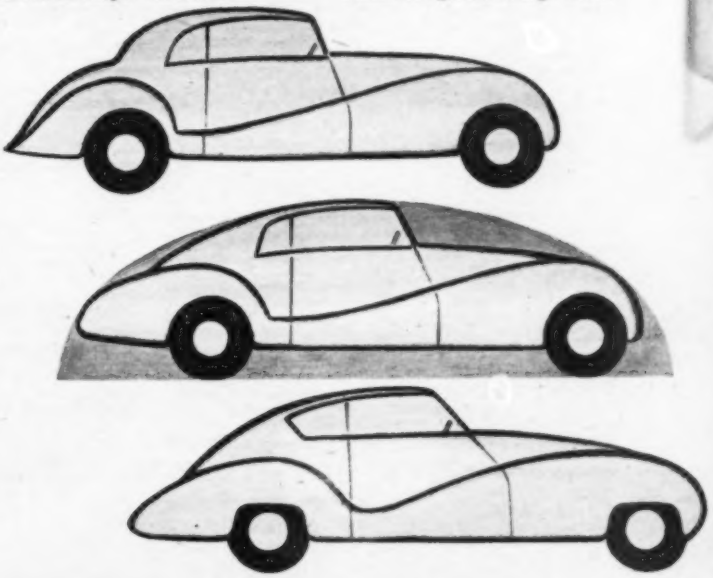
He eyed it quizzically at arm's length. "It's a bit of a mess, isn't it? Straight lines quarrel with curves, and sharp angles intrude here and there to upset the eye. The air intake doesn't quite know what to do with itself. But if you overlook the oddities you will find that there is a simple shape suggested by the outline as a whole—the ellipse.

"Now what we should do with it is to try to make it conform wherever possible with the elliptical outline. The roof line and the lower edge of the wings will do that easily, and so will the base of the windscreen. On the whole the bonnet top can comply, although we must recess a little between wings and bonnet in order to get definition and visibility for the driver. The windows can tumble home to help. The intake shape can conform if you like, but my preference is for a slight clash, so we will let it be vertical to retain the characteristic shape of the *marque*. By doing so we shall also avoid the mouth-organ look. Now we have something like this":



He shook his head. "It still lacks something," he admitted, "and I think it is a feature to help the transition from the elliptical outline to the upright grille. Also, I don't like those big head lamps and combined side lamps. So let's separate them, reduce the size of the head lamps, and let the side lamps help the transition by putting them *there*. Or they could be air inlets if you prefer":

We now had what I admitted was a nice-looking front, and my mentor took a metaphorical walk round to the side of the coupé. Here it is:



"It has the same troubles," he pointed out. "Too many features quarrelling with each other. But let's get the overall outline. This time it is half an ellipse, curve side uppermost. Now, roof, tail and bonnet top can be made to conform with this, but there are other lines that cannot—wing tops, wheel arches, screen pillars and window frames. Still, let's get the fundamentals right: (*middle sketch*)

"We are now left with the incidentals. The waistline is best horizontal, thereby paralleling the baseline of the ellipse. The rear edge of the door and the pillar above it must be vertical, giving an honest comparison. The screen must be raked, and we must look around for other lines that will range with this angle. There are two—the front edge of the door for a considerable distance, and the rear edge of the quarter light.

"Now the wings. That line through the rear edge of the quarter light had better be tangential to the rear wing line. And the wing line from front to rear must be waisted in order to lessen the bulk of the body shape at its highest point. We are working in curves, so we must stick to curves, and therefore the junction point of front and rear wings must blend." He gave a sly grin. "How many stylists go wrong at this point?" Yes, quite a number.

"Finally," he said, "we come to the wheel arches, about the most awkward feature. Now, it is quite useless to have the arches the same radius as the wheels, because they will not be concentric with them for a large part of the time, and nothing looks worse than two arcs, close together, and lacking a common centre. Therefore it is best to break right away. Let's introduce another horizontal, and have done with it." He sketched in the wheel arches.

"Well, there it is," he said, and here it is for readers to judge: (*bottom sketch*)

I think he's got something. M. B.

CORRESPONDENCE

A picnic party and a Dagenham Ford on a headland at Stanwell Park, near Sydney. Only an hour's drive from the city, it overlooks surfing beaches.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

THE BUDGET

Apathy on the Part of Sufferers

[63353.]—I have been a motorist and reader for nearly forty years, and cannot understand why there have been so few protest letters regarding the unfair Budget to the motor industry and the motoring public.

For years past each Government has found the motorist an easy prey. First they rob the Road Fund for general purposes, next impose the purchase tax, and lastly the beastly tax on petrol.

Individually we grouse like the dickens, but collectively we do nothing. It is about time we all went on strike, because one day the goose which lays the golden egg will die, and then perhaps our Chancellor of the Exchequer will deign to look for another easy prey.

Motorists, get together and let your local M.P. know what you think of the persecution of the industry and the sport in general. PEDESTRIAN, CYCLIST, AND MOTORIST.

Cheltenham, Gloucestershire.

What Hopes from the Opposition ?

[63354.]—Mr. R. A. Guthrie [63305] illuminates what we all know about Socialist oppression, but if the Tories want my vote as a motorist, I want to inspect and approve a written declared motoring policy from them. And let it be an honest one; pre-war efforts of the Party in question do not inspire confidence. W. R. C. IVENS.

Derby.

Motoring Not a Political Issue

[63355.]—Mr. R. A. Guthrie [63305] is hardly fair in making private motoring a political issue. *All* governments regard motoring as a goose from which to extract the maximum number of golden eggs. The recent increase in petrol tax is not simply a weapon against private motorists, as it must affect every member of the community through eventual increased haulage and public transport costs—another illustration of the fact that the consumer always pays.

As for purchase tax, surely no Chancellor could avoid the temptation to increase it when the public continues to pay today's fantastic prices of "nearly new" cars.

By all means "Get them out," but the motorist cannot expect mercy from any future government, whatever its colour; he has received precious little in the past. G. R. V. HAYNES.

Blackpool.

All Part of an Inevitable Fate?

[63356.]—The letter of Mr. R. A. Guthrie [63305] contains not only righteous indignation but also some misleading assumptions and not a little humbug.

If Mr. Guthrie thinks that a change of Government will lead, of itself, to a gentler treatment of motorists he is indulging in daydreams. If he accepts the guns-before-houses-and-cars, etc. policy for national expenditure, he must not complain about the distasteful results. As far as we know, the Tories are pledged to the rearmament programme, too. No Chancellor will cheerfully give up a fruitful source of consumer revenue once it has been accepted.

I have yet to meet the man who has retired from the waiting list for a new car because of the doubled purchase tax. Let's face it—he will simply pass on the extra amount when he sells the car after Covenant. I am also mindful of the fact that the Budget has added about £50 to the value of my pre-war car.

About petrol: If the imposition of 9d tax last year had led to a tremendous upheaval of protest, no Chancellor would have repeated the trick. As it was, motorists accepted it so meekly that they simply cried out for further taxation. Six years after the first war Mr. Guthrie bought a gallon of petrol for 1s 6½d, perhaps denying himself 30 cigarettes or a dozen eggs because of the purchase. Nowadays he would be in the same position if he wanted eggs (subsidized) but would only have to go without 20 cigarettes. If he does not smoke, let him figure out the comparison in terms of handkerchiefs or any other commodity.

In conclusion, may I join with Mr. Guthrie in protesting against the extra tax on older cars. This cannot be justified on any count. GERALD I. P. LEVENSON.

Harrow, Middlesex.

RACING PROGRAMME

More Events Wanted for Formula 2

[63357.]—I read with interest [63338] on the subject of the 1951 racing calendar. Whilst I agree with the remarks I feel that there is an even greater need of a number of formula 2 national and international events in this country.

I feel that in the H.W.M. team we have an organization of which we may be justly proud; why, therefore, should this

CORRESPONDENCE . . . . . continued

team require to go abroad to compete in Continental races where they may meet opponents worthy of them and why should we in England be denied the pleasure of seeing such first-class racing?

I mention only the H.W.M. team but we must not forget the new Connaught cars and the various individual cars built. I, too, would not deny the 500 c.c. drivers their racing but it must be admitted that the organizers always seem to prefer this type of event to precede their major attractions. I realize that England produces the finest 500s in the world, but given the right encouragement could we not also provide the finest formula 2 cars? R. A. HAYNES.

Birmingham, 14.

THREE ABREAST

Six Up for 400 Miles

[63358.]—May I please again claim some space in your Correspondence columns? With reference to Mr. B. Engert's letter [63289], as a Standard Vanguard owner myself I entirely disagree with his remarks concerning its seating capacity. Last year I drove my Vanguard from Trieste to Vienna, a distance of 400 miles, with six passengers up, three moderate-sized suitcases and two small kitbags (I have a luggage grid on top). The three male passengers were all six-footers, or over, and the three female passengers were average-sized women. I drove the car myself and I was not unduly cramped.

Trieste. C. S. D. NOAKES.

FRENCH COOKING

Oh! for More of It

[63359.]—One feels that some sort of reply ought to be made to the writer of [63335]. He must be a perfect John Bull—nurtured on good roast beef, Stilton cheese and beer. Thereby he may have worn out his digestion organs so that they quailed at the more delicate dish of thrush! Seriously, why does the Editor let his valuable space be wasted on such nonsense?

For untold generations there have been two great schools of cookery—the French and the Chinese—and in neither school is the frying-pan a greatly esteemed piece of kitchen equipment. Has Mr. A. H. Andrews ever eaten a Bresse chicken *roasted in front of* a wood fire, basted with butter and previously soaked in burgundy? And then served with mushroom sauce and a real salad! And sent to its appointed destination by libations of *Abbesse de Beaune*?

And finalized by a Brie cheese and a glass of *marc de Bougogne* and *mocha*!

Fried! Well, well. Tell us some more, please, dear Editor.

London, N.W.11. MAURICE SAMPSON.

. . . BUT TASTES DIFFER

Roue de Mercedes à la Mode!

[63360.]—Could I, through your journal, try to get in touch with anyone who has one complete wheel for a 1928 Mercedes-Benz? I have bought one of these cars, but the wooden spokes have been eaten by white ants and one complete wheel was lost. Any advice and ideas for wheels would be gratefully received. A. E. FIRMAN.

c/o Native Department, Chipinga,
Southern Rhodesia.

COURTESY

Tribute to an Old-established Firm

[63361.]—The first letter you published by a Lea-Francis owner, a few weeks ago, drew attention to the comparative rarity of any mention of the *marque* in your pages. I had previously wondered why this should be so, especially as I have rarely met a Lea-Francis owner who was not a Lea-Francis enthusiast. Owners of other cars wax lyrical in your columns (e.g., M.G. Midget) but Lea-Francis drivers are silent. I suggest that the reason for this is that they have bought something which they expect to be good, and finding it good, see nothing to write about.

I have had a 14 h.p. i.f.s. saloon for three years now, and have never yet taken the car out without thinking, at some time during the journey, what an excellent car it is. Its performance far exceeds the makers' claims. I have only once been passed "when I was trying" and that was by a modern Bentley. My speedometer was reading 90 m.p.h. at the time and the Bentley's 105, as I discovered from its driver.

What really prompts me to write to you, however, is the old-fashioned courtesy with which this firm treats enquiries from owners of its products. I have made several. The latest concerned raising the steering-gear ratio. The reply took rather longer to come than formerly, but contained, when it did arrive, a full-size working drawing, apparently specially made, showing how the job could be done. In these days of "take it or leave it" salesmanship, this kind of thing is very refreshing.

Manchester, 3. WALTER CALVERT.

ROADWORTHINESS

Vancouver Testing Proves Expensive

[63362.]—I was much interested in your article on car testing in Vancouver (March 2) and I would like to endorse the point made in it that it is not mechanical failures which cause accidents on the roads but the human element—either drivers or pedestrians.

I live outside Vancouver but have to drive into the city to my work. Under the regulations a car "using city streets" has to be tested. I am not exaggerating when I say that it costs more to get the car past the inspectors and their hard and fast requirements than it does to run it. The whole scheme is an irritation, a great expense, and a failure. NORMAN WALL.

Eagle Harbour, B.C.

BRAKE FADE

The Challenge Repeated

[63363.]—Few fast drivers like the "potterers" or "dodderers" referred to by Mr. W. Lewthwaite in [63271]; one would wish they sometimes drove on the left of the road!

My own car is not particularly fast but my normal cruising speed I find to be 63 m.p.h. and I still maintain that brake fade should not concern a good driver. A good driver, however fast he or she drives, should use his or her brakes very little indeed and certainly never so frequently or continuously as to induce brake fade; of course, "intelligent anticipation," acquired and practised by so few, is the solution.

On my first car I had the brake shoes relined once in 120,000 miles and once in 70,000 on my second car. I expect to cover 100,000 on my third (of the same breed) and will disclose my "brake mileage" in about five years' time!

Woodbridge, Suffolk. R. S. S.

APIARISTS' CORNER

All is Now Revealed

[63364.]—As for stopping a car by a bumble bee [63333] what actually happens is that the car is momentarily slowed down—by an infinitesimal amount.

The theoretical explanation is that the momentum of the two bodies before the impact is equal to their momentum after impact. Since, therefore, the car and bee will be travelling together after impact, their mass will be greater than that of the car itself, hence they will move with a lower velocity. D. C. BRUNNING.

Croydon, Surrey.

A Matter of Compression and Elasticity

[63365.]—There is nothing mysterious in Mr. Roger North's problem of the bee and the car [63333]. This apparent paradox follows from a false hypothesis. Mr. North's statement that two bodies in contact must either be stationary or both moving at the same speed while they remain in contact is true only for the particular case of two entirely rigid and inelastic bodies, which do not exist in the workaday world.

What actually happens is this. During a short space of time following first contact with the windscreen the body of the bee is drastically deformed. The whole is rapidly (but not instantaneously) decelerated, particle by particle, to zero velocity, then accelerated again to the velocity of the windscreen. The force involved is too much for the bee to withstand, and it emerges from the collision as a wet smear on the surface of the screen. It should be noted that the latter also suffers some deformation, but not usually beyond its elastic limit, so that it returns to its normal shape after impact.

The car is, of course, not brought to rest, even for an instant, but it does suffer a reduction in velocity as a result of the collision, which can be very simply calculated from the fact that the total momentum of car and bee before and after impact is unchanged. If the car weighs one ton and is travelling at 50 m.p.h. due north, and the bee weighs one ounce and is flying at

CORRESPONDENCE . . . . . continued

35 m.p.h. due south, the velocity of the car with the bee's remains on its windscreen after impact is $\frac{2240 \times 16 \times 50 - 35 \times 1}{2240 \times 16 + 1}$ m.p.h. due north (49.993749 by my arithmetic).

The moral of the story is "Don't forget the laws of Newton and Hooke." SALDA.

Colnbrook, Buckinghamshire.

[Anyone got a wet towel?—ED.]

GRAPHITE

Experience with Two Cars

[63366.]—I should like to refer to [63262] concerning the use of colloidal graphite. I own two cars, both of which have always been run on a graphited oil. The first is a 1936 Wolseley Wasp saloon. It was purchased in 1938, and after a few months of running the engine was stripped, the crankshaft was reground, bearings were remetalled, and new piston rings fitted. It had been rebored by the previous owner.

The engine was assembled using running-in compound containing colloidal graphite, and has been run ever since on a graphited oil. I have now covered 89,000 miles. Nothing whatsoever has been done to this engine except for one "decoke" in 1945. Compression on all four cylinders is very good and is quite even. Present oil consumption is one quart in 300-350 miles.

Apart from the remarkably low cylinder bore wear, the general engine wear has been very slight; for example, the valve gear is extremely quiet, and although tappet clearances are checked regularly adjustment has been necessary only once since 1938.

The other car is a 1934 Singer Le Mans two-seater. This was bought in 1945 and the engine immediately stripped and completely reconditioned, including reboring. Many modifications were made at the time—20 thous off the head, 12 lb off the flywheel, oversize inlet valves fitted after machining out the seatings, and so on.

The engine was reassembled using r.i.c. once again, and has now covererd 12,000 very hectic miles using a graphited oil. Quite frankly, this car has been treated rather unkindly, as maximum performance is usually demanded from it. However, the head was removed this winter for its first "decoke" and no measurable wear in the cylinder bores could be detected. Oil consumption is extremely low (approximately 900 miles to the quart).

Owing to the very high compression ratio and present-day fuel it is always necessary to rev up this engine when switching off, otherwise running-on occurs. The Wolseley, however, is never revved up as no running-on occurs. It would seem, therefore, that revving-up or otherwise has no effect on bore wear, but the use of an oil containing colloidal graphite does result in a very marked reduction in wear not only of cylinder bores but also of the engine generally.

Incidentally, both cars spend a considerable period out of doors, as my garage holds only one car. Starting on a cold morning has never given the slightest trouble with either car, and in consequence, both "starting" handles are used solely for what should be their one and only function—adjusting tappets!

Kingston Hill, Surrey. G. J. BENNINGTON DAVIES.

TRANS-AFRICA

Competition in a Developing Market

[63367.]—My long-delayed copy of *The Autocar* for March 9 has just reached me and I am moved to write to you at once on the subject of your leading article concerning the trans-African Rally, and non-participation of British official representatives.

Far from being charged with having "wisdom after the event," I would prefer to congratulate you on having spoken at all, for you have indeed pointed out a sad omission.

A few basic facts have to be considered. The first is that Africa as a whole remains one of the few areas upon the earth which has yet to be *fully* developed. That development is now going on with its attendant increase of population and purchasing power—purchasing power to buy cars, for a car is well-nigh essential to every European and better-off indigenous family unit. Therefore, those who get in on the ground floor and hold their places will do well.

Secondly, because of the high percentage ownership of cars by families, there is an intense interest in all cars and their individual characteristics, and of these characteristics perhaps road riding, and the ability to maintain good road riding over very many thousands of miles, loom largest. When the populations of other parts of the world—either with equally bad roads, or good roads—come to consider the virtues of cars which have crossed the "Dark Continent" they cannot fail to be impressed by the performance of Britain's competitors. The absence of British teams passing through Nairobi was discreetly passed over, though many had a not-too-pleasant explanation.

And who are Britain's competitors? Speaking from my knowledge of the public's tastes in the Union of South Africa, Tanganyika, and Kenya, I would say this: In South Africa where major roads are being tarred and there is an almost free market for the world, the American car still holds first place in the estimation of the purchaser (as in Tanganyika and Kenya), but devaluation has reduced the market, though this is being nullified again by the increase in price of British and Continental products. Of the Continental cars, the Peugeot and Skoda have long been popular in the Union for their robustness and road-riding qualities. In Tanganyika, where the worst roads in the world exist, the American car again, until importation was stopped. Now Skoda and Peugeot are entering the field.

In Kenya the American car was barred, but one sees hundreds of Peugeots and many Skodas, and the little Renault makes its appearance. Mercedes are now being imported. Peugeot, Skoda and Mercedes have enviable reputations, and though one sees more British cars than any of these, they are making inroads into the market—and with good reasons, I might say. The journey of the little 1,085 c.c. Skoda from Nairobi to Cape Town last year, in five days, has not passed unnoticed, nor the more recent Cape-Algiers journey of the Peugeot.

I therefore say to British manufacturers—watch this growing continent; show how your products can take the frightful roads with reliability. And one additional thing—attend to your spares policy. To you, Mr. Editor, I say—better to have spoken late than never. A. R. VICKERS.

Nairobi, Kenya.

DAZZLE

Is it Really a Matter of Pigment?

[63368.]—Like Mr. B. H. Vos [63277] I take what might be called "avoiding action" and am never dazzled ("well, *hardly* ever"). Unlike him I dip early, but in spite of this would often prefer approaching cars to keep their lamps full on. Pairs of head lamps, even when undipped, are sometimes more helpful than dazzling and I find it difficult to decide which is the more deplorable, the prejudice, on the part presumably of adolescent beginners, which leads to shouting at lamps which should be quite inoffensive to skilful night drivers, or the defeatism with which some of your readers seem to have given way to this absurd prejudice when deciding to change their lighting systems.

Mr. W. H. Jeffcote [63311] denounces Mr. Vos as "thoughtless and rather selfish" and states that his immunity is owed to a liberal supply of light absorbing pigment. May one ask whether there is any scientific basis for this statement? If it is correct, would the dazzle problem not be solved by the wearing of suitably tinted eye-glasses? I fear that the solution is not, alas, as simple as this, and that Mr. Jeffcote's "not so fortunate" majority, even if placed optically on a par with Mr. Vos and others who are seldom dazzled, would still have to learn to take "avoiding action" just as we have had to do. F. E. FRYER.

Wargrave, Berkshire.

[Our correspondent, Mr. W. H. Jeffcote, was professionally qualified to make the statement concerning pigment.—ED.]

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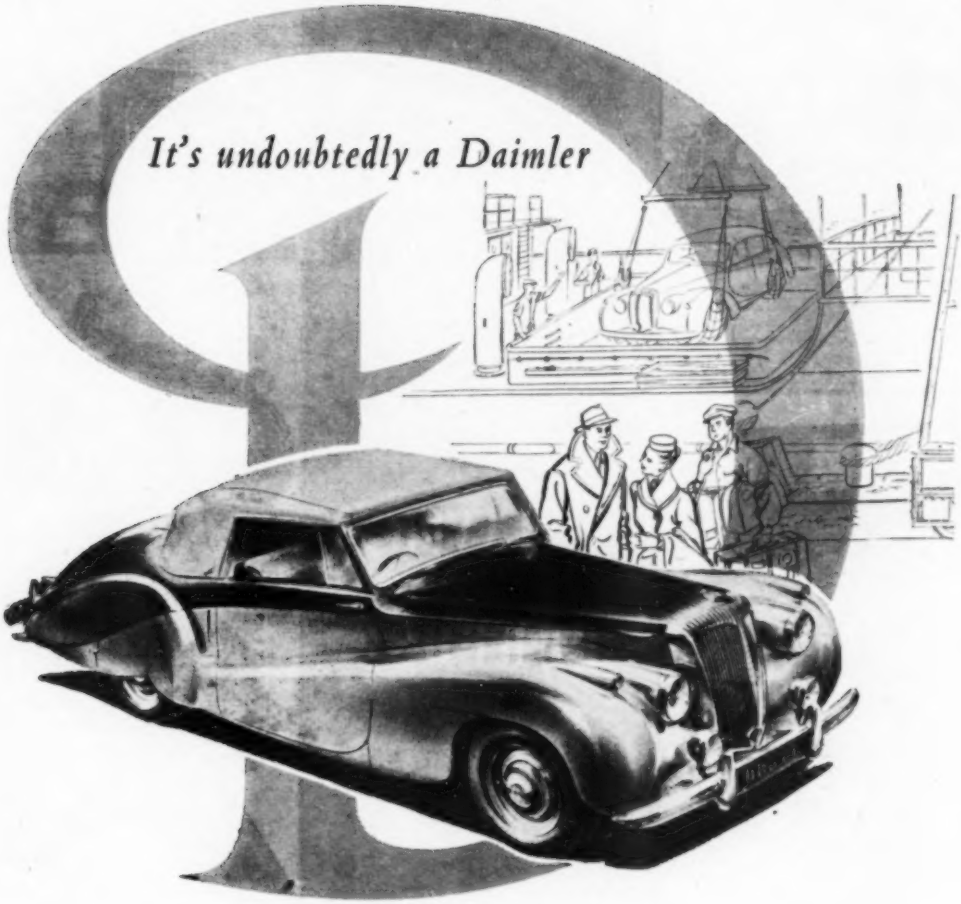

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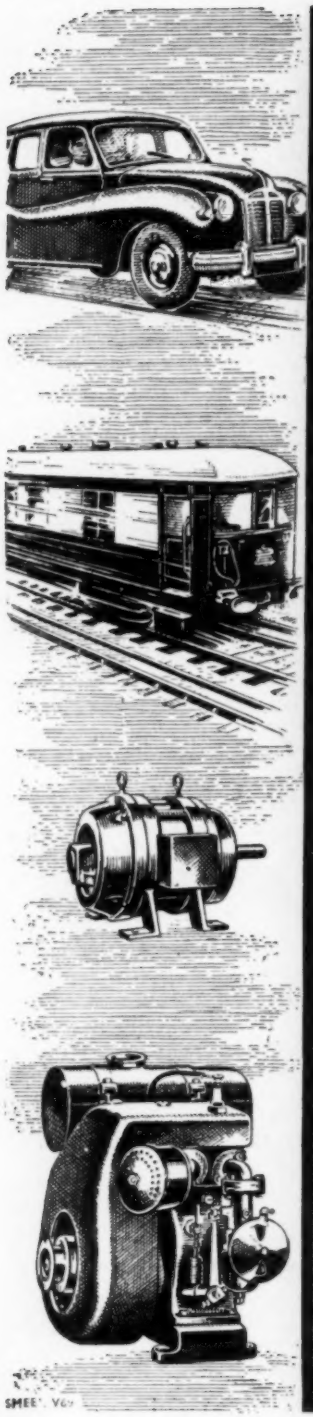

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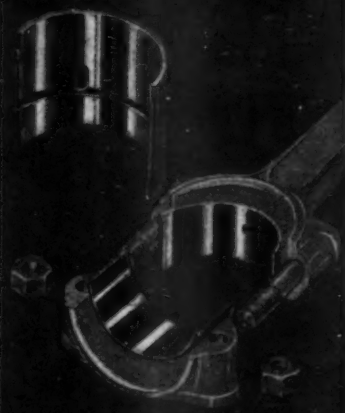

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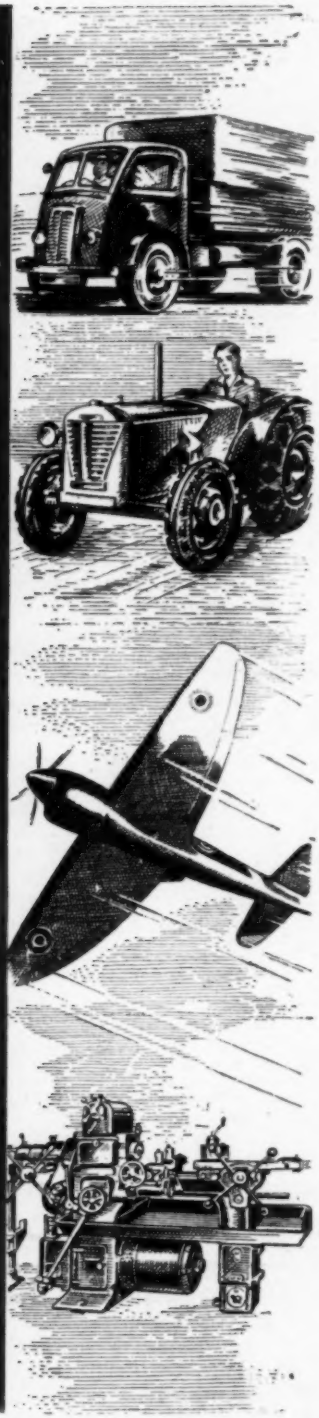

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Magneto to Coil

I have a 1928 16.9 h.p. Morris Colonial model with magneto ignition. I would like to alter this to coil ignition by using the magneto as a make-and-break. I would be very grateful if you could kindly give me some information as to how this is to be done. It is a four-cylinder Lucas magneto. L. G. V.

Yercaud, India.

REMOVE the magneto armature and disconnect primary and secondary connections; also break condenser connections. Replace armature. Take out the pick-up which is situated at the drive end of the magneto and drill a ¼in hole in the top to take the h.t. cable from the coil. In order to enable the cast cover to be replaced at the drive end of the magneto, it will be necessary for a hole to be drilled in that also to permit entry of the h.t. cable. A standard distributor condenser will have to be fitted across the magneto contacts and should be connected so that one side is to the contact breaker lead as near to the contacts as possible, and the other side should be earthed.

The slip ring should have been removed from the armature altogether, and the carbon and spring which normally make contact with the slip ring should also be removed from the h.t. pick-up.

This gives some idea of the work involved but it is not recommended.

✦ ✦ ✦

Some weeks ago my magneto failed me and examination showed excessive moisture and corrosion on the windings. I have thought of fitting a dual ignition system with a separate coil, using the contact breaker of the magneto and picking up the connections to this via another lead and centre brush, which could be fixed into place when required. I have made a small brush unit to replace the orthodox high tension transfer brush, and this feeds h.t. current from the coil to the end of the "pencil" and thence to the normal magneto distributor. This works but there is one snag. The l.t. supply to the contact breaker energizes the armature of the magneto and resists any attempt to rotate this. G. W. T.

Birmingham, 29.

JUDGING by the original fault, it would appear that you need either a replacement magneto or a new armature. For some time now armature windings have been treated by a process of vacuum impregnation which makes them almost impervious to moisture, and failures from this cause are unlikely to occur again. There is another snag. When coil ignition is in use the primary winding of the magneto armature is, in effect, connected across the contact points. This energizes the magneto armature but this energizing current will partially demagnetize the magneto, seriously impairing subsequent performance. Also the presence of the low resistance of the armature primary in this position will prevent the correct operation of the coil-ignition system.

It would not be easy to devise a dual-ignition system on these lines. Considerable modification to the contact breaker would be necessary to isolate the armature primary winding when coil ignition was in use, while permitting a quick conversion from coil to magneto ignition. It is doubtful whether such a modification could be made without adverse effects on the performance and reliability of the magneto.

Starter Failure

My 1937 Austin Sixteen is serviced regularly each month. I travel from Westgate to Margate, 2½ miles, the car is parked for 12 hours in the open air, then after my work is finished I make the return journey. About four months ago the starter spring broke and was replaced. Two months ago the starter motor only whirred without connecting with the flywheel. A garage mechanic cleaned the motor and it worked perfectly for one month when the same thing happened. The mechanic could suggest only that my short runs caused condensation as the inside was corroded with rust. It has occurred again this week after three weeks and now the mechanic has drilled two small holes in the casing, allowing it to breathe. J. E. D.

Margate, Kent.

IT is quite probable that the explanation suggested, condensation causing rust, is the correct one. The broken spring was probably just bad luck; the springs do occasionally break, but the failure of the pinion to engage is usually owing to dirt or rust preventing the pinion from moving freely.

Of course, the car is standing in a damp, soot-laden atmosphere which is very conducive to the formation of rust and, owing to the short distance you travel, the engine and everything beneath the bonnet can rarely get really warm. Condensation can readily occur; therefore it is doubtful whether the drilling of ventilation holes will have any beneficial effect.

Oil Consumption

I have recently purchased a 1946 M.G. Type TC. The engine was reputed to have been rebored 20 thou, and to have had new bearings just before purchase.

However, the engine uses a fair amount of oil, about a pint per 100 miles. Could this heavy consumption occur if the engine had actually been rebored? If so, could you suggest any other cause?

Rugby. A. S.

THE oil consumption should not be as much as 100 miles per pint, but it is difficult to tell you exactly where the oil is going without examination of the car. If the engine has recently been rebored, the oil should not be coming past the pistons, but there is a possibility that owing to wear on the valve gear you are getting an excessive quantity of oil down the valve guides—which will, of course, give you rather heavy oil consumption.

Over-sensitive Brakes

The brakes of my 1937 Railton have been too powerful ever since I had the car 13 years ago. No matter how careful one is in the initial application, all four wheels lock if any real pressure is put on the pedal, quite irrespective of the speed. While it is possible to obtain a very quick and safe retardation from, say, 75 to 30 m.p.h., the car is an absolute nightmare on wet roads at 25-30 m.p.h. The whole braking system has been thoroughly checked and it seems generally agreed that the leading shoe is the trouble as it causes the wheel to lock before the other shoe comes properly into operation. Can you make any suggestions? K. H. M.

Bournemouth.

IT is most unusual to hear anyone complaining of brakes being too powerful, but it is well appreciated how alarming this state of affairs can be. As you seem to have tried all the obvious things, you might now make sure that the correct type of linings are used (of the same material as the makers' original specification). Secondly, check that the pull-off springs are set at the correct tension and have not been modified or replaced; and thirdly, at your own risk, you could reduce the area of the leading shoe lining, although it is not certain whether this would be an efficient remedy.

Block Too Worn

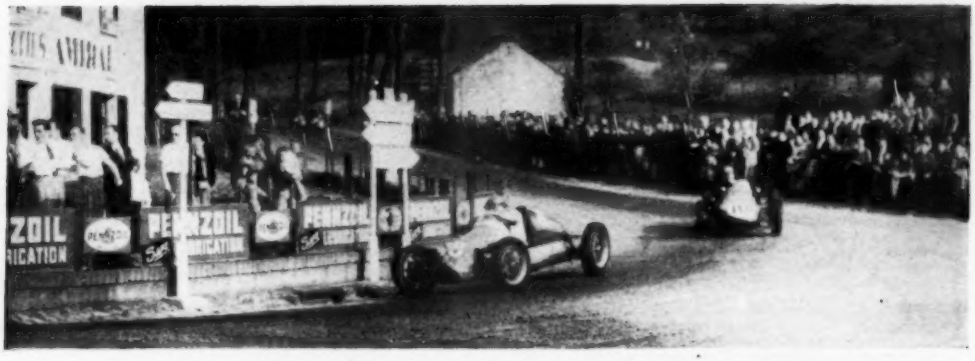
I recently purchased a 1937 Lanchester Fourteen. Determined to have everything in first-class order, I had the engine stripped. Tragedy of tragedies, I find the pistons are 60 thou oversize.

The local experts assure me that as the cylinders are in pairs, after boring out this amount the walls are too thin for either sleeving or further boring. Piston rings and fairly rapid disposal of the car remain the only solution. I have failed to get a spare engine block, and wonder whether you can suggest any remedy.

Cheltenham. L. R. M. H.

IT is worth making further enquiries with regard to getting the block re-sleeved. Failing success it might be possible to get your existing bores built-up with hard chromium plating.

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from those of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.



The winner : Alan Brown, leading Curly Dryden round the Virage Neudorf during the final.

LUXEMBOURG G.P.

BRITISH CARS ENJOY A TRIUMPH IN FIRST 500 c.c. GRAND PRIX EVENT

THE first Grand Prix ever to be held under formula 3 regulations was run on May 3 over the 2.34-mile circuit at Findel. An excellent entry had been received, totalling 27 cars; these included 11 Coopers, 4 J.B.S., an Emeryson and a Kieft from this country, 2 Scampolos and 2 Monopolettas from Germany, 2 D.B.s from France, and 2 Italian Giaurs.

Practice for the event was marred by a fatal accident to Alf Bottoms, originator of the J.B.S. cars; for some unexplained reason he failed to brake for the sharp right-hand Findel Corner just before the stands, and ran into a large American car parked in the escape road. No brake failure was apparent in the car, and it seems that the accident must have been caused either by the driver fainting at the wheel, or by getting his foot jammed on the throttle pedal.

This unhappy occurrence naturally cast a gloom over the British competitors in particular, but the race was none the less keenly contested. It was run in two 12-lap heats, with a 25-lap final. The first heat was won by Curly Dryden in his J.B.S.-Norton, followed home by five Coopers in a row, while the second also went to J.B.S., this time the J.A.P.-engined car of Don Parker. Coopers were second, third, fourth and seventh; Aikens' J.B.S.-Triumph was fifth, and Michel Aunaud, of France, with a D.B., took sixth place. Stirling Moss, who was driving a Norton-engined Kieft of last year's type as his new car was not yet ready, dropped out after five laps.

The final developed into a thrilling duel between Alan Brown's Cooper-Norton and Curly Dryden's J.B.S.-Norton. Eventually, Dryden was forced to retire, while Brown had a collision with another car at the Virage Neudorf, an acute right-hand hairpin at the bottom of a steep hill; the front of the car was damaged, but he was able to restart, and scored a comfortable victory. Ken Carter went out with gearbox trouble, Eric Brandon and Bill Whitehouse also retired, while John Cooper broke a chain when lying second. Just before this he had slid off the course through the straw bales at the Virage Neudorf, and while attempting to return the same way was almost decapitated by a field telephone wire. Only five cars finished, all Coopers. The Continental challenge hardly materialized, the cars proving much slower than those from this country.

RESULTS

Heat 1 (26.1 miles, 11 laps of 2.34-mile circuit): 1, J.B.S.-Norton (B. M. Dryden), 23m 3s, 73.05 m.p.h.; 2, Cooper-Norton (J. N. Cooper); 3, Cooper-Norton (A. E. Brown); 4, Cooper-Norton (R. W. Merrick); 5, Cooper-J.A.P. (A. Rippon); 6, Cooper-J.A.P. (Sir P. Samuelson).

Heat 2 (26.1 miles, 11 laps of 2.34-mile circuit): 1, J.B.S.-J.A.P. (D. Parker), 23m 20s, 72.17 m.p.h.; 2, Cooper-Norton (E. Brandon); 3, Cooper-Norton (K. E. Carter); 4, Cooper-J.A.P. (C. A. N. May); 5, J.B.S.-Triumph (P. Aikens); 6, D.B.-Panhard (M. Aunaud).

Final (58.59 miles, 25 laps of 2.34-mile circuit): 1, Cooper-Norton (A. Brown), 50m 27s, 69.64 m.p.h.; 2, Cooper-J.A.P. (A. Rippon), 51m 28s; 3, Cooper-J.A.P. (Sir P. Samuelson), 52m 8s; 4, Cooper-J.A.P. (C. A. N. May); 5, Cooper-J.A.P. (G. Buytendyk).

Right : Alan Brown, winner of the final, with Jimmy Richmond, entrant of the car, and his mechanics. Below : John Cooper being pushed back on to the course while spectators hold up the telephone wire in which he had become entangled.

PRODUCTION CAR RACE

SILVERSTONE MEETING

MAY 5TH

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SILVERSTONE

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INTERNATIONAL TROPHY RACE

1ST 2ND 3RD

HEAT 1 and HEAT 2.

FINAL all starters except two fitted Lodge

Race abandoned after six laps.

500 C.C. RACE

1ST E. BRANDON (Cooper) **2ND** A. BROWN (Cooper) **3RD** C. LONES (Iota)

All finishers fitted Lodge

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500 c.c. Race

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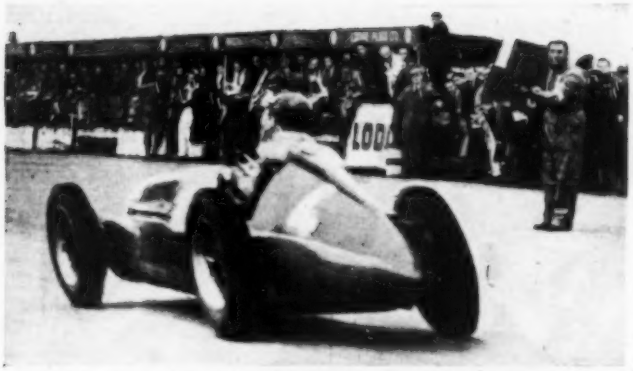

Sanesi receiving a pit signal as his Alfa Romeo passes the end of the pits at Silverstone on May 5 ; the swing axle rear suspension of these cars causes the rear wheels to lean inward under acceleration.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

REALLY, this weather business gets worse and worse. After all, we have long since got used to the idea of having three days of summer per annum, and to carrying umbrellas, mackintoshes and Wellington boots as part of our standard equipment throughout the year; but to be landed with the second Flood, *donner und blitzen* and other indications of heavenly wrath in the middle of one of our principal races is a little too much. I can assure those responsible that Desmond Scannell, who had worked so hard to make the event a success, did not deserve it—though, come to think of it, it may not have been specifically aimed at him.

Anyway, until the deluge it had been a very fine meeting indeed, and it is difficult to see what other course was open to the stewards in the circumstances than the one actually taken, and it is right, too, that the race should be abandoned and no official result recorded, for with all regard to Reg and the others who strove so manfully in almost impossible conditions, it was manifestly a freak set of circumstances which bore little resemblance to motor racing.

THE next few days are so crowded with motor sport that it is an encouraging sign of its popularity that there should be plenty of people both to compete in and to watch all the various events. Especially pleasing is the realization that both the meetings at Brands Hatch and at Goodwood are international in fact as well as in theory; it is always good to see some Continental opposition at our events regardless of where the trophies finally come to rest.

At Monza on Sunday there will be what should prove a most interesting meeting with the G.P. dell'Autodromo for formula 2 cars and the formula 3 race for the Corrado Filippini Cup. Britain is well represented in both these races by the H.W.M.s and possibly the Connaught in the former event, and the seven or eight cars—including Ken Wharton's Cooper—in the latter. Also engaged in the formula 2 race will be the official Ferrari team, Hans Stuck with the V eight-engined A.F.M., and two new six-cylinder Maseratis which are reputed to develop 150 b.h.p., one of which will be driven by Paul Pietsch.

AN interesting Continental rally, which unfortunately clashes in date with the R.A.C. Rally over here, is the Travemunde Trial, organized by the Allgemeiner Deutscher Automobil-Club and scheduled for June 5-9. The British starting point will be John o' Groats, and all competitors will converge on Freiburg-im-Bresgau, where there may be a timed climb of the famous Freiburg-Schauinsland hill. From there several optional routes of varying severity and distance, carrying bonus points in relation to their character, lead to Travemunde, where the final tests will take place on the airfield; these will consist of an acceleration and braking test and a wiggle-woggle through pylons. Prizes for the rally are excellent, first man winning nearly £500, second £300 and so on down to £50 for fifth man home; class awards (in addition) are almost half the same sums. Enquiries to the sports secretary, Herr Schneider, Allgemeiner Deutscher Automobil-Club e.V., Koniginstrasse 11a, Munchen 22, Germany.

THIS year Comm. Vincenzo Florio will realize an ambition when the Targa Florio race is once more around the famous mountainous Madonie circuit a few miles to the east of Palermo. Since the war there have been Targa Florio races, but the man principally responsible for them has always looked upon them as more or less spurious events. The real Targa Florio, in which all the great drivers of the past have taken part, and which has gone down to history as the race of races, was round a 62-mile circuit with so many turns that no driver could remember them all and which nobody has taken the trouble to count. This year's race will be held on September 9 and will be international, for sports cars of 750 to more than 2,000 c.c. This broadens the field and will let in newcomers, who will have an opportunity of emulating such giants as Lancia, Nazzaro, Wagner, Nuvolari, Varzi, Costantini, Segrave, Chassagne, and so forth, all of whom looked upon the Targa as the supreme test of car and driver. There was a saying in Italy that no driver had proved himself until he had been through the Targa Florio. I hope that some British drivers of sports cars will prove that they, too, can rank with the champions.

HAVING found it difficult to organize the Rallye Gastronomique as a real rally for rather curious reasons connected with competition politics, Doctor Drabkin, of the Club des Sans-Club, has arranged a social run to take its place

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A. J. BOTTOMS

It is always difficult to realize the loss of a friend for some time after his death ; and then, gradually, one comes to the appreciation of the fact that one will never see him again, never find him at all the usual haunts of motoring enthusiasts, never see his name in the entry lists or race results—and never forget him, either. Although I had not known Alf Bottoms very long—for I first met him when he took up 500 c.c. car racing, only just over a year ago—I counted him among my friends, and was grieved indeed to hear of his death in a crash during practice for the Luxembourg G.P. last week.

After building up an enviable reputation as a motor cycle speedway rider, Alf turned to the half-litre car movement, and quickly showed, during the course of last season, that he was a match for most of its protagonists. Rheims, Blandford, Goodwood, Brands Hatch—he won races at them all, but never made the twin mistakes of over-estimating himself or under-estimating his opponents. This year, in company with his enthusiastic father and brothers, he went into production with his J.B.S. cars, and they have already scored notable successes in the 500 c.c. field. While the precise cause of the accident will probably never be known, it was certainly through no fault of his car.

Thirty-two years old, Alf will be sadly missed by us all : we cannot afford to lose either drivers or engineers of his calibre. To his relatives I extend my deepest sympathy, and they, in turn, wish me to thank all those who have sent similar messages, too numerous to be answered individually.

J. A. COOPER

THE SPORT . . . . . continued

from June 4 to June 17 this year. As before, the entrants will be taken all over some of the vineyards of France, shown something of history that is missed by the ordinary tourist, and generally entertained. Once again there will be wine tasting competitions of the kind we found such fun, and so difficult, last year, but there will also be gymkhana events to test a driver's skill and the car's worth for quick manœuvring. Entries are to be limited to 150, of which 50 are allotted to this country, entry fees being £20 for car and driver, £7 10s for the first passenger in the crew, £5 for the second and £2 10s for the third passenger. Much will depend on the date the entry is received at the Club's headquarters, 34, rue de Trévise, Paris 9e. To mark the change in the character of the affair it will be called the second Rallye International Gastronomique 1951 du Club des Sans-Club, Pelerinage aux sources de la divine Bouteille. It is stated by the organizers that competition licences will not be required.

C. J. P. ("Charlie") Dodson, so well known pre-war as a racing motor cyclist and member of the official Austin racing team, made a welcome return to racing in the Production Car event at Silverstone.

COMING SHORTLY

MAY 11.—Aston Martin O.C. Gathering, The Lamb and Flag, James Street, Oxford Street, London, W.1.
11.—Vintage S.C.C. Vintage Night, Crown Hotel, Bawtry, 8 p.m.
11-12.—M.C.C. Edinburgh Rally, starting from London, Bristol and Buxton.
11-14.—**Rallye d'Aix-en-Provence, France.**
12.—Waterloo and D.M.C. Altcar Speed Trials, Altcar Rifle Range, Hightown, near Formby, 2 p.m.
12.—Scottish S.C.C. Turnberry Speed Trial, Turnberry Airfield, Ayrshire, 2.30 p.m.
12.—Race meeting, Brands Hatch, near Fawkham, Kent; first race, 1.30 p.m.
12.—Cheltenham M.C. Chedworth Speed Trials, Chedworth Airfield.
12.—Bristol M.C. and L.C.C. Race meeting, Castle Combe, 1 p.m.
12-14.—Severn Valley M.C. Portmeirion Rally, starting from the Mytton and Mermaid (on A5, five miles east of Shrewsbury, 8 a.m. on May 12.
13.—**Lappeenrannan-ajo race, Finald.**
13.—**Grand Prix des Frontières, Belgium.**
13.—**Grand Prix of Monza, Italy.**
13.—Falkirk and D. M.C. Trial, Scotland.
13.—Stockport M.C. Run to Knaresborough, Yorkshire, starting Town Hall, Stockport, 11 a.m.
13.—Aston Martin O.C. Closed Droitwich Rally and Driving Tests, Château Impney, starting 12 noon.
13.—Mid-Cheshire C.C. Whitsun Trial, starting from the White Barn Hotel, Cuddington, Cheshire, 10.30 a.m.
14.—**Stockholm race, Sweden.**
14.—**Festival of Britain Trophy race meeting, Goodwood; first race, 1.30 p.m.**
14.—Sheffield and Hallamshire M.C. Race meeting for sports and racing cars, Gamston Circuit; first race 1.0 p.m.
14.—Falcon M.C. Speed Trial, Tewinwater.
14-18.—**Royal Scottish A.C. Ninth Scottish Rally.**
16.—Sheffield and Hallamshire M.C. Car Section Meeting, Norton Hotel, 9 p.m.
17.—Stockton and District M.C. Anniversary dinner, concert, film show and dance.
17-21.—**Barcelona Rally, Spain.**
18.—Alvis Register. Noggin and natter, Punch Bowl Hotel, Warwick.
19.—**Bugatti O.C. Hill-climb, Prescott.**
19.—Vintage S.C.C. Silverstone race meeting; first race, 12.15 p.m.
19-20.—Harrow C.C. Rally and Concours d'Elégance, Frinton and Walton-on-Naze, starting Boreham Airfield, near Chelmsford, 11 a.m.
20.—North Staffs M.C. Speed hill-climb, Prescott.
20.—**Grand Prix of Paris, France.**
20.—**Grand Prix of Colomb, Italy.**
20.—**Francorchamps race, Belgium.**
20.—Aberdeen and D.M.C. Race meeting, Dyce Aerodrome; first race, 1 p.m.
20.—Cemian M.C. Club night, Buffet Bar, Lotus Restaurant, Norris Street, London, W.1, 9 p.m.
20.—Veteran C.C. Shuttleworth Memorial Trophy Rally and Speed Trials, Old Warden Park, Biggleswade.
20.—Cambridge 50 C.C. May Rally, starting Leys School, Trumpington Road, Cambridge, 9.30 a.m.
20.—Leicestershire C.C. Social run
20.—Cornwall Vintage C.C. Rally, Davidston Moor Aerodrome.

TWO events scheduled for the weekend of May 26-27 now come into the news; first, the Silverstone race meeting of the Maidstone and Mid-Kent M.C. on the Saturday. The programme includes races for supercharged and unsupercharged sports cars of various sizes, a handicap race for members of the organizing club only, a saloon car handicap, a specials race open to Ford Ten-engined cars, M.G.-engined cars under 950 c.c. and 750 Club-formula cars, and three scratch racing car events including one for 500 c.c. cars. Entries close May 21; enquiries to the Secretary of the Meeting, 39, Windmill Road, Gillingham, Kent.

The second event for that weekend is the Aston Martin O.C. All-British Rally to Harrogate. This will start as soon as competitors please after midnight on Friday, May 25; they must select their own route of at least 250 miles and notify their starting point and route by the sending of telegrams from the principal points. On Sunday morning there will be a road regularity test over a circuit of approximately 50 miles, and in the afternoon a series of driving tests in the vicinity. Invited clubs are the Bentley D.C., Lagonda C.C., V.S.C.C., Bugatti O.C., Lancia M.C., Riley M.C., and the N.W. and N.E. centres of the M.G.C.C. Entries close last post on May 12; there is just time to get in. Enquiries and entries to George Taylor (Secretary of Rally), Orchard Cottage, Stompond Lane, Walton-on-Thames, Surrey. J. A .C.

VERSATILITY TRIAL

ON Saturday, April 21, the Hants and Berks Motor Club, in conjunction with the Bristol M.C. and the L.C.C., staged an experiment. The event was designed to be won by the most versatile sports car and to this end the organizers laid on a sprint, consisting of three laps round the race circuit at Castle Combe, with standing start and flying finish; and, in the afternoon, a trial.

Entries totalled 39, the out and out trials specials were not attracted and the entry consisted mainly of M.G., H.R.G., Dellow and Buckler. At Castle Combe, fastest time was put up by the H.C., a pre-war 1½-litre Riley with Ford V8 engine, originally built by Hugh Cocker and driven now by G. Walker. Second fastest was Dereck Buckler, who handled the blown car with enthusiasm and with its amenities erected. The Dellows of Lowe and Cox retired, Mrs. Nancy Mitchell had plugs leads fall off and Malcolm Chamberlain found foreign bodies in the carburettor.

The trials course dried nicely through the previous week and had to be endowed with numerous chicanes and diversions into ditches in the hope of stopping some one. This it did. The first section stopped half the entry and Ron Willis had the bad luck to suffer derangement of crown wheel and pinion. On Green Dean many people failed to leave the start, but resounding performances were put up by Peter Scott and G. Walker, who leaped nimbly from bump to bump to good effect. Johns, in the A.90, delighted the onlookers by pressing the wrong button and erecting the hood with a subdued whirring noise; the three independent Judges of Amenities were unanimous in electing his the most amenable car.

An excellent tea was served at the Castle and Ball, Marlborough, and it was found that the most versatile car was Dr. D. H. Mayne's Fanifold Special, consisting mostly of Morris Ten with the engine bored out. A very close second was D. Bollom, driving a supercharged Dellow. He won the class award for Class Three. Class One went to Malcolm Chamberlain with the Austin Seven. Premier awards to B. A. M. Gilbert (M.G.), H. C. Bradford (M.G.), G. W. Best (M.G.), J. V. S. Brown (H.R.G.), G. Walker (H.C.), G. D. M. Buckler (Buckler) and F. L. Stark (Dellow).

CLUB NEWS

Alvis Owner Club. This newly formed club is now firmly on its feet. Four area centres have been established; their secretaries' names and addresses are as follows: South-Eastern: E. E. Turner, 3, Gatwick Road, London, S.W.18. Midland: J. M. Collier, 248, Pirchfield Road, Redditch. Northern: F. D. Atkins, West Ella Way, Kirk Ella, Hull. Scottish: D. M. Gillies, 17, Dudley Gardens, Leith. General secretary of the club is R. P. Birks, of 201, Yew Lane, Ecclesfield, Sheffield.

Citroen C.C. Citroens from far and wide converged upon Hatfield on Saturday evening, April 7, where The Comet was the starting point of the club's first night trial of 1951. A steady soaking drizzle, accompanied by a cold wind blowing down from the north, graced the start. With secret checks and an acid test of timekeeping and navigation, the route led to Bury St. Edmunds via Colchester and Ipswich, and a night stop of about an hour was made at Wallis and Sons' garage, Cambridge, where ample quantities of coffee, sandwiches and cakes fortified the Citroenians on their next odyssey. This was enlivened by a snowstorm and a secret check at Stony Stratford. All the competitors eventually arrived by devious—and sometimes dubious—routes at the finish by 7.30 a.m., where the Royal White Hart, at Beaconsfield, served breakfast. About 300 miles were covered in all, average speeds between the various check points being between 25 and 45 m.p.h. A first-class award was gained by G. H. J. Elliott; second-class awards went to G. I. Gale, J. A. Poxon, T. Anderson-Davis, J. F. Wiggins.

A social run in Sussex, including luncheon and tea, on June 17, is the next event—open to all members and their friends.

Alvis 12-50 Register. Details of the Border Rally on May 26 may be obtained from C. Slater, Scaleby Hall, Carlisle. There will be a Midlands Centre noggin on Friday evening, May 18, at the Punch Bowl Hotel, Warwick.

Leicestershire C.C. The Sturgess Trophy was won on April 22 by the only feminine crew in the event—Mrs. Ruth Moore and navigator Mrs. Vera Williams romped home in their M.G. with only 9 marks lost. **Provisional results: Alan Glover Trophy (closed cars):** Ford (F. J. Rudkin). **First-class awards:** Dellow (W. E. Wykes), Morris (D. J. Herbert), Dellow S (I. G. Williams). **Second-class awards:** Morris (G. R. Newcombe); Peugeot (J. E. R. Laigh); Ford (J. Huggins). **Novice award:** Sunbeam-Talbot (L. H. Pole).

N. Staffs M.C. A closed invitation hill-climb for racing, sports and standard saloon cars of any capacity will be held at Prescott on May 20. The Bugatti O.C., B.A.R.C., Half-litre, M.M.E.C., Severn Valley, Vintage and Nottingham Sports Car clubs will be competing.

Severn Valley M.C. Members of the B.A.R.C., Bugatti, Chester, M.G. and North Staffs motor clubs have been invited to compete in the second Portmeirion Rally on Saturday, Sunday and Monday, May 12-14. There will be classes for sports and touring saloon cars. Secretary of the meeting is Terry Heath, The End House, Wellington, Shropshire.

The closed navigation trial held in Shrewsbury on April 29 was won by S. R. H. Loxton, driving a 1½-litre M.G. saloon.

North-West London M.C. The closed Lawrence Cup Trial will start at 11 a.m. from the cross-roads adjacent to Red Roads, near Bagshot Heath, on May 27. All enquiries should be sent to C. Wick, London Bridge House, London, S.E.1.

West of England M.C. To avoid a clash of dates with a neighbouring motor club, the One-Day Cup Trial will be held on June 3, instead of May 20.

Stockton and District M.C. To celebrate the twenty-first birthday of the club a dinner, concert, film show and dance will be held on Thursday, May 17. An invitation is extended to all previous members; tickets are 10s each, from S. Clark, 67, Peel Street, Thornaby-on-Tees.

A.C. Owners' Club. Entries are now being accepted for the rally and treasure hunt, to be held at Pershore on May 27. All enquiries to Theo. Sanders, The Little Cottage, Chertsey Road, Shepperton, Middlesex.

Association of Northern Car Clubs. J. H. Hudson has now completed his year of office as honorary secretary, and has handed over to J. A. Duckworth, of 7, St. James's Street, Accrington, Lancashire, for the next twelve months.

Herts County A. and A.C. Unfortunately, it has been found necessary to cancel the speed trial on May 13.

Falcon M.C. On Whit-Monday (May 14) a speed trial will be held at Tewinwater and this will be a closed invitation event. Hon. Secretary is D. Chiles, 16, Owles Lane, Buntingford, Hertfordshire.

Shildon and D. M.C. Only a year after its re-formation, the club was able to show a credit balance of £30 at its annual general meeting, held in February. A varied programme is planned for the rest of this year. Secretary is C. Ruddam, 77, Redworth Road, Shildon, County Durham.

Cemian M.C. The Chiltern Cup Trial was run on April 22 in the form of a route-finding and navigational event. Provisional results are as follows: **Chiltern Cup (best performance):** Morris (B. D. Frost), 395 marks lost. **Best performance open class:** M.G. (G. J. Watt), 419. **Best performance closed class:** Vauxhall (R. Jackson), 399.

Runner-up: Tie between Austin (A. J. Decker), and Ford (W. Mahon), 410.

Team award: Standard (R. A. Arnold); Ford (A. C. Hobbs); Ford (W. Mahon). 20 entries; 0 non-starters; 0 non-finishers.

Grimsby M.C. Winner of the open class in the car sports, held at Kirmington on April 29, was R. Muncaster (M.G.); a Fiat, driven by D. Hewitt, was first in the closed car class.

Cambridge 50 Car Club. A gymkhana was held on April 22 near Cambridge, consisting of reversing, braking, accelerating and wiggle-woggle tests. Winner was B. Lister, driving a Cooper M.G. Next club event will be the May Rally—a 200-mile road rally, to be run on May 20. Start will be from Leys School, Trumpington Road, Cambridge, at 9.30 a.m.

Veteran C.C. Twenty-nine cars assembled at the Floral Hall, Southport, for the rally there on April 28, to be inspected by the Lord Mayor, Councillor Fleetwood Hesken, who afterwards invited competitors and officials to luncheon. Four tests were held on the Marine Drive during the afternoon. The first, an acceleration test, was won by K. Neve's 1914 Humber; the second, a fast-slow with a Le Mans start, by H. O. S. Bridcutt's 1911 Daimler; and the other two, a width-judging competition and an acceleration test (during which passengers had to throw three potatoes into buckets) were won by Major Browell (1909 Napier) and R. E. Hinds (1910 Vulcan), respectively. **Results: Rally: Veteran Class:** 1904 Oldsmobile (G. Mawer). **Edwardian Class:** 1911 Rolls-Royce (W. F. Watson). **Tests: Class 1:** 1900 Progress (N. T. Beardsell). **Class 2:** 1901 Progress (M. E. Davenport). **Class 3:** 1909 Napier (Major H. Browell). **Class 4:** 1914 Humber (K. Neve).

Next event will be the rally and speed trials at Old Warden Park, Biggleswade, on May 20.

Sunbeam Register. Twenty-eight Wolverhampton-built Sunbeams—ranging from R. C. Carter's 1915 ex-W.D. tourer to Lt.-Comdr. Arkell's 1935 Twenty-five saloon—met at the Ely, on Hartford Bridge Flats on Sunday, April 29, and drove in convoy to Sandhurst for a *concours d'élégance* and

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Only 149 cars finished of a total entry of nearly 400

ONCE AGAIN
as in the Circuit de Sicilie, Franco Cortese, driving Count Lurani's Le Mans Replica Frazer-Nash, against the finest English and Italian sports cars, finished among the leaders, with the added distinction of being the first English car to finish in what are recognised as the two most gruelling road races in the world.
The 1,000 miles race over open roads was held under appalling weather conditions, and affords further proof of the outstanding design, superlative road-holding and performance capabilities of the production model Frazer-Nash.

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CLUB NEWS . . . . . continued

driving tests. Winner of the *concours* was Arkell's car; the driving tests were won by J. M. B. Dove's 1929 Sixteen tourer.

Taunton M.C. J. J. Whitefield, driving a 1,172 c.c. Ford Spl., won the Allen Memorial Trophy trial—a closed-to-club event run on April 22. An entirely new course and good weather combined to make it an enjoyable day's sport. Runner-up was L. J. Tolman (1,172 Betsy).

Gosport A.C. The Gosport Speed Trials, run on April 29, received a record entry of 108 cars. Course was a quarter-mile stretch of the local R.N.A.R.Y. Flight Test Road. Unfortunately, during the interval, heavy rain and sleet fell and many of the competitors who saw no hope of bettering their first times with a second run "called it a day," but later the sun shone again on a wet and slippery course. The Lester M.G. stable gained a dual victory in the 1,100 c.c. and 1,500 c.c. sports car classes—but only by a narrow margin. With left-hand drive and Californian registration plates, the Ford Hot Rod of P. F. Payne proved too much for the eight XK120 Jaguars in the unsupercharged unlimited class; the Hot Rod's time was 15.62s. C. Tipper's Monaco once again made fastest time in the 500 c.c. racing class, with Betty Haig's Cooper being narrowly beaten for second place by A. W. Richards' J.B.S. A magnificent run was made by J. Goodhew in his Alfa Romeo, who made f.t.d. in 13.76s.

RESULTS

Sports cars: 1,100 c.c.: 1, Lester M.G. (H. Lester), 19.13s; 2, Cooper M.G. (B. H. Lister), 19.33s. **1,101 to 1,500 c.c.:** 1, Lester M.G. (P. W. G. Griffiths), 18.35s; 2, H.R.G. (O. A. Ruddock), 18.65s. **1,501 to 2,500 c.c.:** 1, Frazer Nash (S. G. Greene), 17.05s; 2, Frazer Nash-B.M.W. (O. G. Baster), 20.51s. **Unlimited:** Ford Hot Rod (P. F. Payne), 15.62s; 2, Cripps Spl. (W. L. Cripps), 17.50s.
Sports cars s: 1,100 c.c.: 1, Amilcar (R. G. Werth), 19.39s; 2, M.G. (M. Potter-Moore), 19.83s. **1,101 to 1,500 c.c.:** 1, M.G. (F. C. Davis), 17.79s; 2, M.G. (D. W. Davis), 18.20s. **1,501 to 2,500 c.c.:** 1, Alfa Romeo (W. J. Frost), 19.78s. **Unlimited:** Jaguette (G. Parker), 15.65s.
Racing cars: 500 c.c. 1, Monaco (C. Tipper), 16.01s; 2, J.B.S. (A. W. Richards), 16.66s. **1,100 c.c.:** 1, Cooper (D. M. Brake), 14.38s; 2, Farley Spl. (J. Farley), 15.10s. **2,000 c.c.:** 1, Alta Spl. (J. B. Norris), 14.23s; 2, Alta (A. J. Stokes), 15.70s. **Unlimited:** 1, Alfa Romeo (J. Goodhew), 13.76s; 2, Bugatti (M. Rukine), 15.10s.
Saloon cars: up to 14 h.p.: 1, Lancia (N. Freedman), 25.20s; 2, Triumph (J. Erskine), 25.34s. **Over 14 h.p.:** 1, Invicta (J. A. Shutler), 19.22s; 2, B.M.W. (O. G. Baster), 20.45s.

IN BRIEF

Rolls-Royce, Ltd. have received Treasury consent to the capitalization of £1,533,333, being reserves consisting of the share premium account and part of the excess profits tax post-war refund.

A pamphlet listing five main causes of tyre wear has been produced by the India Tyre and Rubber Co., Ltd., 30, St. John's Wood Road, London, N.W.8. It is available free from any India tyre depot, or direct from the company.

Mr. A. G. Rose, F.C.W.A., has been appointed works director and Mr. W. H. Pearson works secretary of the Triplex Safety Glass company's works at King's Norton, Birmingham. They started with the company as far back as 1929 and 1928 respectively.

Applications of nickel alloys in chemical engineering, machine tools and marine engineering are described in the latest issue (No. 14) of *Wiggin Nickel Alloys*. There are also features on the working of high-nickel alloys. The bulletin can be obtained from Henry Wiggin and Co., Ltd., Wiggin Street, Birmingham, 16.

The XK120 Jaguar of Ian Appleyard, which won the recent Tulip Rally, was fitted with Dunlop tyres.

Mr. C. L. Ruffle has become a director of Brew Brothers, Ltd., 127-133, Old Brompton Road, London, S.W.7. He has been with the firm for 25 years, since the war as general manager.

Mr. R. E. Butcher, export sales manager of the Rover Co., Ltd., has left England for a six weeks' tour of the U.S.A. and Canada, during which he will study ways and means of further increasing Rover and Land-Rover sales in the dollar territories.

Rebuilt premises were opened by the Phœnix Motor Co. (Surrey) Ltd., at Phœnix House, High Street, Sutton, last Monday, coinciding with the commencement of a Rootes Group service week. The quite outstanding premises displayed accessories, cut-away models and service facilities to excellent effect. The sunken workshops, staff canteen, boiler room and similar features were all of an extraordinarily high standard, emphasizing a wholehearted interest in mechanic and customer alike.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15863.—1933 Lanchester Ten
"A. R."—All possible information and a handbook.

No. 15864.—1938 2-litre M.G.
"R. J."—Maintenance hints, general information and a handbook.

No. 15865.—1936 Vauxhall Fourteen
"L. A. F."—General information, a wiring diagram and a handbook.

No. 15866.—1939 Fiat 500
"J. McP."—All possible information and a handbook.

No. 15867.—1938 2.6-litre M.G.
"R. P."—Performance data, general hints and tips and a handbook.

No. 15868.—Sports Marendaz
"H. R. H."—Experiences and all possible information.

No. 15869.—1935-36 1½-litre Riley Kestrel
"K. A. T."—All possible information, hints on fuel economy and a handbook.

No. 15870.—1936 M.G. Magnette
"E. G. W."—Experiences and general information; also a handbook.

No. 15871.—1936-37 13.9 h.p. Adler
"R. C."—All possible information, particularly as to front wheel drive arrangement, maintenance hints and a handbook.

No. 15872.—1939 Sunbeam-Talbot Ten
"G. B."—Hints and tips on maintenance, valve and ignition timing, tappet clearances, performance details and a handbook.

No. 15873.—Handbooks Required
"R. S. W."—1940 Singer Nine.
"R. L. B."—1939 Austin Big Seven.
"J. G. H." (Australia).—1927 Morris Cowley and Oxford; 1926 Talbot Six.
"E. P. T."—1937 Riley Nine Monaco.
"G. S."—1932 8.9 h.p. A.J.S.; 1929 Morris Cowley.
"T. H. G."—1932 Triumph Super Nine.
"H. N."—1932 M.G. Magna.
"A. R. W."—1936-37 2-litre M.G.
"D. P."—PA-type M.G. Midget; also spare parts list.
"F. C. C."—1938 Rover Twelve.
"R. H. R. B."—1935 Alvis Silver Eagle
"G. W. H."—Flying Standard Twelve.
"A. H. S."—1931 Series E Morris Eight.

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1948	**MORRIS** 10 Saloon, black, brown leather	£725
1948	**AUSTIN** 16 Saloon, heater, one owner	£959
1947	**HILLMAN** Minx Saloon, beige, blue cloth, reconditioned engine	£689
1947	**VAUXHALL** 10 Saloon, blue, brown leather	£675
1947	**MORRIS** 10 Saloon, black, brown leather, radio	£715
1947	**MORRIS** 10 Saloon, black, brown leather	£685
1946	**MORRIS** 10 Saloon black, brown leather, radio	£595
1946	**MORRIS** 10 Saloon, black, loose covers	£595
1940	**HUMBER** 16 Saloon, black, blue leather	£625
1939	**AUSTIN** 8 Saloon, black, brown leather	£385
1939	**FORD** Prefect Saloon, black, red leather	£425
1939	**HILLMAN** 14 Saloons, black, brown leather	£475
	Or choice of two from	£450
1939	**RENAULT** 8 Saloon, blue, blue leather	£349
1938	**HILLMAN** 14 Saloon, black/blue	£375
1938	**DAIMLER** 17 Saloon, black, blue leather, unmarked	£425
1938	**SINGER** 9 Saloon, green, green leather	£279
1937	**AUSTIN** 7 2-seater Tourer, blue, blue leather	£249
1937	**M.G.** 2-litre Saloon, maroon, one owner	£375
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1946	**HILLMAN** Minx Saloon, grey, brown leather	£589
1940	**FORD** Prefect Saloon, black, beige cloth	£449
1940	**FORD** Prefect Drophead Coupe, black, brown leather	£425
1939	**FORD** Prefect Saloons, choice of two from	£399
1939	**FORD** 8 Saloon, black, loose covers	£349
1939	**JAGUAR** 1½-litre Saloon black, beige/brown leather	£525
1939	**STANDARD** 9 Saloon, black, green leather	£369
1939	**HILLMAN** Minx Saloons, choice of three from	£369
1939	**HILLMAN** 14 Saloon, black, brown leather	£469
1939	**AUSTIN** 12 Saloon black, blue leather	£469
1939	**VAUXHALL** 12 Saloon, green, brown leather	£379
1939	**AUSTIN** 10 Saloon, black, brown leather	£459
1938	**STANDARD** 10 Saloon, black, brown leather	£339
1938	**STANDARD** 12 Saloon, black, brown leather	£329
1938	**ROVER** 16 Saloon, black, blue leather	£629
1938	**ROVER** 12 Saloons, choice of two from	£469
1938	**AUSTIN** Big 7 Saloon, cream, brown leather	£299
1937	**AUSTIN** 7 Saloon, black, brown upholstery	£269
1937	**HUMBER** Imperial Snipe 7-seater Saloon, black, division	£579
1936	**MORRIS** 18 Saloon, black, blue leather	£269
1936	**MORRIS** 10 Saloon black, red leather	£279

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1936 **AUSTIN** 16 Saloon in black with brown leather. One private owner since new. Beautiful condition £325

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1937 **LANCHESTER** 14 h.p. Saloon in maroon with leather to match. One owner since new. Moderate mileage only. A very beautiful car £465

1937 **JAGUAR** 1½-litre Saloon in black with brown leather upholstery. Engine recently overhauled. Whole car in exceptional condition £490

1938 **DAIMLER** 17, fitted with special coachwork giving ample room for five passengers. Finished in black with brown leather. £550

1938 **FORD** 10 fitted most attractive shooting brake body. Finished in cream and natural wood £395

1938 **ROVER** 10 Saloon in black with maroon leather. A good-looking car in above average mechanical condition £495

1939 **HILLMAN** Minx Saloons, choice of many in various finishes. All in good mechanical condition ..... Prices from £400

1939 **FORD** Prefect in sage green with cloth upholstery. One careful owner since new. Recently fitted factory reconditioned engine. Might easily be mistaken for post-war model £450

1939 **ARMSTRONG SIDDELEY** 16 h.p. Saloon in black with brown furniture, hide upholstery. Speedometer reading 56,000, which is believed quite genuine. Fitted with new engine in 1948, bills to support. A very beautiful car £675

1946 **ARMSTRONG SIDDELEY** Hurricane D/H foursome coupe in black with brown leather. Moderate mileage only. Very clean car. Fitted heater £785

1946 **AUSTIN** 8 Saloon in black with brown leather. Genuine little car. Moderate mileage only £550

1947 **MORRIS** 10 Saloon in black with brown leather. Faultless condition. Moderate mileage £735

1947 **STANDARD** 12 Saloon in grey with blue leather. One careful owner since new. Moderate mileage £775

1947 **HILLMAN** Minx Saloon in black with brown leather. Exceptionally clean little car in very good mechanical condition. £735

1948 model (Reg. 1947) **FORD** Prefect Saloon in black with grey cloth upholstery. Very clean car. Moderate mileage only £775

1948 **FORD** Prefect in black with green leather. Speedometer reading 20,000 miles which is believed genuine, very clean car £795

1948 **ALVIS** chassis fitted very attractive shooting brake body, seating four with ample room for luggage. A genuine low-mileage car in unmarked condition £1,075

1949 **WOLSELEY** 4/50 Saloon in maroon with beige leather. One careful owner since new. Genuine 10,000 miles only. Spare unused £1,275

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'50	**FORD** Anglia, beige	£795
'49	**FORD** Anglia, mist grn., 9,000 m.	£695
'48	**FORD** Prefect, blk., leather	£765
'47	**MINX,** smoke grey, low mlge	£765
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'50	**MINX** Mark IV, green, 9,000 m.	£1,095
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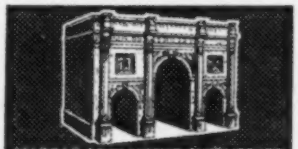

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1938	**ROVER** 16 h.p. saloon. Colour grey with blue leather upholstery, good tyres. In excellent mechanical condition	£625
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1947 **VAUXHALL** 14 saloon, finished in black with leather upholstery, recent £90 overhaul, perfect in every respect **£875**
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1949 **FORD** Prefect saloon, black with cloth upholstery, mileage 10,041 ..... **£850**
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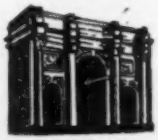

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265 ens.—A.C. Ace, 1936, 16/60hp Greyhound sports saloon, black, sliding head, red leather; terms, exchanges; list; open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5859

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BARTLETT.—Allard 1950 low mileage Standard saloon.—27a, Pembridge Villas, W.11. [5382

C. A. PETO, Ltd.—1950 Allard saloon, black, 9,000 m.; £1,2[illegible].—42, North Audley St., W.1. Mayfair 3051. [5550

ALLARD

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GOLDERS GREEN.—H. A. Saunders, Ltd., 1949 Allard 2-str., grey, 6,000 miles, one owner, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5447

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Allard Cars Wanted

POTTER, RICHARDS & CARR.—Best buyers of Allards.—Kensington 6855. [5087

BARTLETT, the Allard buyers.—27a, Pembridge Villas, W.11. Bayswater 0525. [5186

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ALVIS distributors; new 3-litre models for demonstration.

1948 Alvis 14hp saloon, black, small mileage, examined and approved by makers.

1948 Alvis 14hp utility, small mileage, exceptional.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/2. [5638

PERFORMANCE CARS.—See our advertisement under "Sports Cars." [2185

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

1938 Alvis Speed 25 sports saloon, rebuilt in July, 1950, and re-registered under £10 tax, immaculate condition throughout; £650. [5608

1949 series Alvis 14 4-door saloon, first reg. 29/11/48, 12,000 miles; £1,475.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, M'cr., 19. Rus. 2874-5. [5912

1936 Alvis Silver Eagle sports saloon, £300 overhaul by Alvis specialists, guaranteed; £475.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5201

1936 Alvis 20 saloon, in very good condition; £350.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [5973

1949 Alvis Fourteen saloon, black, 17,000 miles only, as new.—Calls 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [5125

SPEED 20 Vanden Plas sports saloon, 1935, £180 mechanical overhaul in 1949; nearest £350.—50, Brighton Rd., Banstead, Surgh Heath 1520. [5906

1939 Alvis Speed 25, excellent condition, well maintained, clean; £650.—Tel. during day Harrison, Melbourne House, Aldwych. Tem. 9060. [5146

1936 Alvis Crested Eagle drop head, black, maroon leather, new hood, whole car in very good condition throughout; £495.—Tel. Norwood Hill 177 or Box 1457. [6042

ALVIS Firefly 12hp low black saloon, completely overhauled sleeved, crankshaft ground, new batteries, rewired, 5 excellent tyres, 500 miles since completed; £235; offers.—Tel. Kingston 2707. [5631

1939 (September) Alvis Silver Crest Speed 20 saloon, superb condition, chassis 100%, a thoroughbred motor in every respect; £725, exchanges, hire purchase.—R. & H. Motors, 14/4-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [5897

ALTON GARAGE, The Alvis People, offer the following selection of low horsepower cars from their stock of more than 20 Alvis models:—£325, 1934 12hp Firefly drop head coupe, most attractive; £325, 1935 12hp Firefly 4-seater sports tourer, excellent all-weather equipment, manual gear box; £315, 1935 12hp Firefly sports saloon, pre-change gear box, really clean condition; £285, 1935 12hp Firefly 4-door sports saloon, blue/red, extremely sound mechanical order, manual gear box; also available a wide selection of most other models with all types of coachwork; we are delighted to give full and frank details in answer to any enquiry, and every assistance is given to potential Alvis owners; hire purchase and insurance arrangements are completed at once and part exchanges of any make are willingly considered.—Alton Garage, 17/19, Brook Mews North, Craven Rd., W.2. Paddington 5952. [4544

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

445 gns.—Alvis Speed 25, 1938 model, Charlesworth 4-door sports saloon, black, sliding head, maroon leather, wheel discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5940

£495—Alvis Speed 20 Charlesworth sportsmans four light saloon, one of the last models made in the Speed 20 class pre-war, we are informed that this car was returned to the makers last year with instructions to overhaul completely renewing all parts where necessary, in addition ever £100 has been spent this last eight months in general maintenance for which bills are available, history prior to 1950 known and remarkably genuine, total mileage very moderate; mileage since makers overhaul under 8,000, must suit discerning enthusiast seeking specimen car in condition to give a magnificent period of delightful service; also Alvis 12/70 saloon and drop heads—1938-40 and post-war 14's.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Nearly 500 cars ready for inspection and purchase. Hire purchase. Part-Exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5580

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

1949-50 Alvis; please give particulars and price.—A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0494

S. P. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 530. [0697

WANTED, post-war Alvis saloons and drop head coupes.—Send full details to Arnold G. Wilson, Ltd., 252, Harrogate Rd., Leeds, 7. Tel. 41014-5. [5342

CHARLES POLLETT, Ltd., buy good late model cars.—16, Berkeley St., W.1. May. 6266, Service, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 852, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams. Alviscar Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams. Alvis, Coventry.

CHARLES POLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12 Wellesley Ave., W.6. Riv. 1413. [0591

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0878

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0655

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, Ltd., offer:—

1949 Armstrong Siddeley 18hp Lancaster saloon, black, one owner, as new.—184, Gt. Portland St., W.1. Museum 1001. [7261

R. C. WIMBUSH, Ltd., offer:—

1949 (April) Armstrong Siddeley Lancaster saloon, 16hp, in grey with blue leather upholstery, fitted radio and heater, unmarked condition after 15,000 miles; £1,475.—512, Earls Court Rd., S.W.5. Fremantle 8401. [5327

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 and 1946 Armstrong Lancaster saloons; also 1946 Hume.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [4754

1948 Armstrong Lancaster saloon, superb.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [5315

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:

1939 Armstrong Siddeley 16hp 4-door saloon, green, green leather, exceptional condition throughout; £675. [5604

1947 Armstrong Hurricane drop head coupe, immaculate condition; £978.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [5431

£395—1937 Armstrong 25 7-seater limousine, excellent runner, ready for immediate use.—Below.

£175—1935 Armstrong Town and Country saloon, division, excellent runner, good tyres, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5857

GORDON CARS (LONDON), Ltd., 1949 Armstrong Lancaster saloon, grey, manual gear box, 11,000 miles.—Below.

GORDON CARS (LONDON), Ltd., 1947 Armstrong Hurricane coupe, blue, attractive condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 5611. [5568

1938 Armstrong Siddeley 14 de luxe saloon, excellent, guaranteed; £325, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [5992

GOLDERS GREEN.—H. A. Saunders, Ltd., 1949 Armstrong Siddeley Lancaster 4-door saloon, black/brown leather, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1947 Armstrong Siddeley Lancaster 4-door saloon, blue/blue, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m.

1947 Armstrong Siddeley Typhoon sports saloon, black with grey cloth upholstery, synchro-mesh rear box, recorded mileage 25,000, faultless.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5775

ARMSTRONG SIDDELEY Typhoon, finished in grey, chassis and coachwork 100%, entirely maintained by manufacturers; £1,050.—R. F. Fuggle, Bushey Heath. Tel. 1062. [5986

ARMSTRONG SIDDELEY

1939 Armstrong Siddeley 16 touring saloon, excellent, guaranteed, £450; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. (4735

1949 Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, heater, 15,000 miles only.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/4. [5381

£285.—1937 (May) Armstrong 14 4-door sports saloon, clean condition, good tyres, taxed; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5001

1939 Armstrong 16 drop head coupe by Salmons, body and interior excellent, blue leather, two tone grey, any trial; £500.—Ashworth, 128, West Drive, Cheylesmore 2236. [5623

1947 (Dec.) Armstrong Siddeley 16hp Typhoon, blue with blue leather, heater and demister, 17,000 miles, most attractive; £1,150.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [5339

SPECIAL pre-budget Whitsun offer, 1934 Armstrong 12 de luxe saloon, the condition being unsurpassable, taxed, only wants seeing.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5743

1946 Armstrong Siddeley Hurricane coupe, recellulosed bodywork, 1951 colour, with new hood, whole car in perfect condition, heater; £875.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [5526

1949 Armstrong Siddeley Lancaster saloon, mileage 9,000, H.M.V. radio, heater, black and brown leather, taxed year, immaculate condition throughout; £1,475.—R. S. Mead (Sales) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [5752

225 gns.—Armstrong Siddeley, 1936, 14hp de luxe 4-door saloon, dark blue and black, sliding head, blue leather, preselector, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5957

TANKARD & SMITH, Ltd., offer 1946 Armstrong Siddeley Hurricane d/h coupe in black with maroon hood and brown leather, fitted heater; £795, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [5268

£995.—Feb. 1947 Armstrong Siddeley 16hp Typhoon saloon, in black with beige leather, coachwork and interior practically unmarked, moderate mileage, heater, etc., guaranteed in writing; also 1947 and 1948 Lancasters and Hurricanes available, write for post free catalogue to

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 500 cars ready for inspection and purchase. Hire purchase. Part-exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5578

NAYLOR & ROOT, Ltd., 1949 Armstrong Lancaster 4-door saloon, black, red leather, radio and heater, superb condition throughout; any trial; £1,495; 3 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5374

A & S Limousines 1938/25hp, partition, widest occasionals black exceptional carriage certified mechanically, selection from-£450.

1939 Long-17 Double Enclosed widest occasionals.—Black, certified mechanically bargain seen:

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [5347

Armstrong Siddeley Cars Wanted

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [5345

MARSTON MOTORS, Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183

ARMSTRONG SIDDELEY Hurricane coupe in good condition urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 3035-4-5. [0900

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385

Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT MOTORS, preselector gear boxes, exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhaul, service and repairs by our highly-skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Write or 'phone Kensington 7301. [0644

BIRMINGHAM distributors spare parts from 1932.—Frank Moseley (A.S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

A LARGE stock of spare for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8. We have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1949 (reg.) Buick, radio, heater, nylon covers, 17,000 miles, immaculate; choice of two.

1948 Buick Super, radio, heater, American covers, "white walls," low mileage.

1939 Buick Century, with division, moderate mileage, good condition.

1949 (genuine) Chevrolet, radio, heater, American covers, 13,000 miles.

1948 Chevrolet, 2-door torpedo type body, radio, heater, blinker system, movable spotlight, American covers, approximately 20,000 miles; £1,650.

1948 Ford, American type, right-hand drive; choice of four.

1947 (late) Nash 600, right-hand drive, equipped with Weather Eye air conditioning and heater system, radio.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists.) Wembley 3903. [3509

AMERICAN CARS

£2450!—Buick Super Eight; we offer what we consider to be one of the finest and most genuine post-war American cars for sale in this country; first registered May 2nd, 1949. Super de luxe eight, four-door, full six-seater sedan, type 56-50 fitted Dynaflash engine, this particular model, as a matter of interest, was the most expensive sedan of the whole range produced during this year; finished immaculately in black, this Buick must surely be one of the most elegantly modern yet distinguished cars to be seen on the road to-day, incorporating as it does, fully chromed mouth organ front with bumpers extending to front and rear section of wings, full length chrome rubbing strip and waistband, moulded-type large curved window giving excellent all-round visibility; maker's standard equipment on this model includes built-in demisting and defrosting, built-in push-button radio, automatic door lighting, push-button hand brake, directional indicators, etc., the interior finished in grey broadcloth could easily be taken as new, and is in complete keeping with the whole appearance of the car; we will not try to describe the mechanical condition but we state here that it is open to A.A., R.A.C., or any exhaustive inspection, and we are of the opinion that the general road holding, smoothness and power are typical of this fine make of car at its very best.—See below.

£2450!—Oldsmobile eight four-door touring saloon 1949, the full de luxe model 98, equipped with latest type hydramatic clutchless drive at extra cost, the whole car itself being the most expensive sedan of its year produced by this company, magnificent six-seater body, immaculately finished in black with heavy chrome mouldings to front grille, giving a super modern frontal appearance, extra wide chrome rubbing strip extending full width of all doors and continuing into front and rear fenders, luxurious upholstery in very tasteful duo-grey broadcloth, ultra smart dash with flight panel-type instruments in clock form, latest type 15x6.20 low pressure tyres, there are no extras on this car as the standard fittings include every kind of expensive luxury, built-in push-button radio, built-in air conditioner, defrosters, demister, automatic door lighting, etc.; of the mechanical condition we cannot speak too highly, performance, road holding, steering and braking leave little or nothing to be desired, if you have not yet experienced the hydramatic clutchless drive this is your opportunity.—See below.

£2475!—Chevrolet Fleet line de luxe latest production model 1950, four-door sedan, a full six-seater with all top-to-the-minute features and refinements, an elegant and gracefully designed ultra modern looking car, yet combining that degree of dignity that is now in favour in American automobiles, immaculate steel grey bodywork with chrome embellished rear fenders extending into doors, steel gravel guards, latest type frontal appearance with air intake vent between grille mouldings, upholstered in sumptuous duo-grey broadcloth, centralised instruments contained in flight panel, de-icing and demisting, built-in air conditioner, automatic door lighting, whitewalls, etc.; so far as mechanical condition is concerned we are convinced that this particular Chevrolet is everything that the motorist can possibly ask, and any rigorous examination by A.A. or R.A.C. or other qualified engineer will be welcomed on behalf of genuine prospective purchaser.—See below.

£1995!—Packard Eight Clipper de luxe, first registered Jan. 1948, four-door full six-seater touring saloon, equipped with overdrive and electromatic clutch fitted at considerable extra expense, coachwork beautifully finished in steel grey with latest type sealed beam head lamps and parking lamps recessed into front grille moulding, interior upholstery in spotless grey broadcloth in beautiful condition, standard interior fittings include built-in push-button radio, defroster, demister, controllable heating, map lights, automatic door lighting, traffic directions indicators (blinkers), etc., etc.; mechanical condition is completely in keeping with the immaculate appearance, everything about the car, the way it sounds, the way it goes, the way it looks cannot fail to please the most critically minded motorist, offered with a written guarantee by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for free-free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery to any part of the United Kingdom. Purchasers fares refunded from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [5578

ASTON MARTIN

BROOKLANDS for individuality.

ASTON MARTIN distributors: details of new 2.6-litre; demonstration car available.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [5804

CHILTERN CARS.—See our display advertisement on page 47. [5544

1939 2-litre Aston Martin saloon, black, green upholstery, fitted radio; £650.—Birkett Motors, Ltd., 72-74, High St., South Woodford, E.18. Buckhurst 3766. [5663

SPECIAL pre-Budget Whitsun offer.—1937-8 Aston Martin 2-litre sports 2-4-seater, owned by connoisseur since new, completely overhauled with new engine recently fitted at works, a recommended buy.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5734

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002/3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0917

CASH immediately for good Aston Martin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5893

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198

ATALANTA

CHILTERN CARS.—See our display advertisement on page 47. [5545

AUSTIN SEVEN

AUSTIN 7 2-seater (not amateur made), good order throughout, capacious boot; £95.—Tel. Maidenhead 2713. [5721

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SEVEN

BROWN'S for Austin.

1935 Austin 7hp Ruby saloon de luxe, original condition; £235.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [4483

DICKS CAR SALES offer:—

1937 Austin 7 nippy sports 2-seater, high performance engine; £525.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [4971

WADDINGTON MOTORS, Ltd., offer:—

1938 Austin Big 7, as new throughout; £375.—Portune Green Rd., N.W.6. Ham. 2211. [4479

1933 Austin 7 utility, new tyres, 40mpg; £40 or offers.—Sparks, Greenacre, Stanhope Rd., Croydon 4631. [4050

265 gns.—Austin 7 1938 model Ruby saloon, black, brown leather, one owner, very good condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Austin 7 1937 Ruby de luxe saloon, black, sliding head, green leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5934

1939 Austin 7 Ruby saloon, blue, cellulose fair; blue leather, sliding roof, one owner only; £280.—4, Hesper Mews, Earls Court. Fro. 4292. [5850

SPECIAL pre-Budget Whitsun offer: Big 7 you must see; 1939 4-door de luxe saloon, in really amazing condition; £565.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5726

1937 Austin 7 Ruby saloon, black, taxed, good tyres; £250.—Apply in first instance to Ironbridge Service Depot, Ltd., Southall 2355, who will demonstrate on owner's behalf. [4710

1938 (July) Austin 7 Ruby de luxe saloon, grey with grey leather, 1 private owner, magnificent condition throughout, very exceptional car; £297/10.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2837-8. [5954

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0834

AUSTIN EIGHT

J. CORYTON, Ltd.

USUALLY have an 8hp Austin for sale; for details telephone

139—149, Fulham Rd., S.W.3. Ken. 1410. [8244

C.M.I. CAR SALES (Pri. 4405) offer:—

1947 Austin 8 4-door saloon, beige, brown leather upholstery, one owner, immaculate.—Swiss Cottage, Finchley, N.W.3. [5060

1939 Austin 8 de luxe sun saloon, beautifully respayed maroon, leather upholstery to match, excellent chassis; 599gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044.

1947 Austin 8 4-door saloon, very nice order; £625.—Barnes Garage, 515, Finchley Rd., Hampstead N.W.3. Ham. 2221. Mai. 1627. [5249

1940 Austin 8, very clean condition, low mileage; £425.—Barnes Garage, 515, Finchley Rd., Hampstead, N.W.3. Ham. 2221, Mai. 1627. [4163

1939 Austin 8 saloon de luxe, light blue with brown leather interior, factory reconditioned engine fitted 22nd April, 1951; £425.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [4108

1939 Austin 8hp touring car (not W.D.), one owner, reconditioned engine, taxed year, exceptional condition; £365.—Holbrook Motor Co., Ltd., Richmond 4014. [5851

1946 Austin 8hp 4-door saloon de luxe, blue with brown blue leather upholstery, engine just reconditioned; £635.—Robbins, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [5697

1947 series Austin 8 de luxe saloon, one owner, absolutely as new throughout; must be seen to be appreciated; good tyres, taxed to December, any trial or examination; £595.—Ric. 1572. [5685

£545.—Austin 8 4-door de luxe saloon, looks and runs like a brand new vehicle, first registered July, 1945, but is identical with 1947 model; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5960

1946 (registered) Austin 8 4-seater tourer, black cellulose, blue leather upholstery, good hood and sidescreens; £245 cash or £80 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [9150

375 gns.—Austin 8, July 1939, de luxe saloon, black, sliding head, brown leather, unworn tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5936

1947 (June) Austin 8, 4-door de luxe saloon, black/brown leather, approximate mileage 18,000, really superb, £645; another, 1947 registered 2-door, excellent throughout, £417/10.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2837-8. [5955

Austin Eight Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Austin 8 immediately.—Portune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). [0723

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0835

AUSTIN TEN

DROP head foursome coupe Austin 10, very well maintained; £195.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [5140

1945 Austin 10 saloon, one owner, black, guaranteed; £625.—Haskins, Ladbroke 1135. [4451

GATEHOUSE offer 1935 Austin 10 saloon; £300.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [5342

195 gns.—1935 Austin 10 de luxe saloon, excellent condition.—Autoninps, 8, Balham High Rd., Balham 1509. [5759

1938 Austin 10 de luxe saloon, blue, blue hide upholstery, an exceptional motor car in every respect, taxed; £395.

TIMMS MOTORS, Colinette Rd., Putney, S.W.15. Putney 3595-4. [2386

1938 Austin 10, good condition; £375.—Barnes Garage, 515, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [7014

1942 Austin 10, not ex-W.D., black, brown leather, in exceptional condition; £550.—G. S. Hall, 502, King St., W.6. Riverside 2681. [2685

1939 Austin 10 drop head foursome coupe, guaranteed; £420; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [5765

1940 Austin 10 saloon, black, perfect condition throughout; £475.—M.B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3779. [4594

BANSTEAD ROAD GARAGE, Ltd., offer 1946 Austin 10 saloon blue, one owner, exceptional condition; £695.—70, Banstead Rd., Carshalton. Vigilant 3541. [5700

GOLDERS GREEN.—H. A. Saunders, Ltd., offer 2 1947 Austin 10 a./r. saloons, black/brown, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5450

1939 (1940 type) Austin 10, blue upholstery, sun roof, very good tyres, bodywork excellent, blue, black wings; a very nice motor at the reasonable price of £450.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [5804

AUSTIN 10 Cambridge de luxe saloon, in beautiful condition, very rare car, most carefully preserved with original carpets and roof lining; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5965

SPECIAL pre-Budget Whitsun offer; 1935 Austin 10 de luxe saloon, black, excellent coachwork, interior and chassis, taxed; £275.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5759

SPECIAL pre-Budget Whitsun offer; 1947 model (first reg. November, 1946) Austin 10 de luxe saloon, black, beautiful condition; £685.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5757

1946 Austin 10hp, 27,000, new engine, black, perfect mechanically, showroom appearance, many extras; £650; any trial given.—Stebbing, 48, Rokeby Gdns., Woodford Green, Essex. Buc. 6741. [5469

WALTER SCOTT, Ltd., 1937 Austin 10 de luxe saloon, black, brown hide, carefully used, excellent condition; £385; exchanges, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [2025

1945 (April) Austin 10 de luxe saloon, not ex-Army, reconditioned engine, 1005, condition throughout, looks and runs like new; £617/10.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2837-8. [5953

1937 model Austin 10hp saloon de luxe, respayed, excellent tyres, steering, brakes and electrical system; £325; owner received new car.—Washbourne, Cross Garage, Caldicot, Monmouthshire. Tel. Caldicot 219. [5477

£345.—Austin 10 1940 4-dr sln, excellent mechanically, good chrome, leather, etc., choice 2; many others.—Henmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds Holland Park Tube.) [5136

Austin Ten Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

I REQUIRE post-war Austin 10 urgently.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0724

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

URGENTLY required, a number of Austin 10hp saloons, 1946-7-8, must be really first class order and under 20,000 miles.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middlesex. Waxlow 1071-5. [2656

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0836

AUSTIN A40

CAR MART, Ltd.

LONDON Distributors.

1948/9 Austin A40 Dorset saloon, 6,000 miles; £1,045.—Car Mart, Ltd., 297 Euston Rd., N.W.1. Euston 1212. [5946

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, grey with blue upholstery, 5,000 miles; £1,195.

836/942, High Rd., N.12. Hillside 0034. [5361

H. A. SAUNDERS Ltd., Radlett, Herts.

1949 A40 saloon, blue, radio, heater, other extras, 10,000 miles.

1949 A40 saloon, black, radio, and heater, 5,000 miles.—Radlett 6167. [5624

AUSTIN A40

C.M.I. CAR SALES (Pri. 4405), offer:—

1949 Austin A40 Devon, low mileage, radio and heater.—Swiss Cottage, Finchley, N.W.3. [5520

1950 Austin A40 sun saloon, 6,000 miles; £1,195.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [5434

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1949 Austin A40 saloon, green, beige leather, radio, heater, one owner, absolutely spotless; £1,090.

MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 5656 and 5658. [5558

1950 (May) A40 sun saloon, grey, 4,700 miles, radio and heater, as new; £1,175.—Cogua, Wan. 3506. [6029

1948 (November) Devon saloon, radio & heater 1 careful user; £985.—Campbell Symonds, Wembley 6262. [5303

GOLDERS GREEN.—H. A. Saunders, Ltd. 1950 Austin A40 s/roof saloon, grey/blue, heater, 2,000 miles, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Austin A40 s/roof saloon, grey/blue, heater, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5455

SPECIAL pre-budget Whitsun offer, 1949 Austin A40 Devon saloon, buff, 16,000 miles; £995.—Roys Automobiles, Ltd., 127, Parkway, N.W.1, Euston 2700. [5758

£920.—Perfect condition, complete with loose covers, heater and sliding roof, grey Devon saloon, blue upholstery left-hand drive 1949 model, less than 10,000 miles, available London mid-June.—Box 1122. [3585

Austin A40 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212

I NEED Austin A40 immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

A40 car wanted.—MAC, 12, Brambledown Rd., Wallington, Surrey 6397. [2387

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin A40s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

ALMOST new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

AUSTIN A40 cars wanted.—Motouristo (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

CARR BROS. offer:—

1947 Austin 12hp (choice of 2), mechanically perfect and reconditioned engines recently fitted, bodywork good but require recellulosing, interior clean and upholstered brown leather, an ideal opportunity to obtain the most popular post-war car at a very cheap figure; £675.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811-2-3. [5458

1937 Austin 12/4 Ascot saloon de luxe, good condition throughout, trade only at £315.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5406. [5997

1936 Austin 12 saloon de luxe, one owner since new, exceptional condition; £525.—Cole's Garages, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 5610. [5695

265 gns.—Austin 12-6, 1936 model, Ascot de luxe 4-door saloon, dark blue, sliding head, blue leather, very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5955

1940 model Austin 12 saloon de luxe, black, brown leather upholstery, engine just been reborred, good tyres, in good mechanical order throughout; £395, terms, exchanges.—Makin & Harrison (Motors), 492-6, High Rd., Chiswick. Chiswick 0556-2619. [5703

Austin Twelve Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low-mileage Austin 12s; distance no object. Hattons, Lord St., Southport. Tel. 2268.

AUSTIN 12 wanted, must be in good condition.—G. S. Hall, 152, Hinton Ave., Hounslow. Tel. 7577. [2689

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motouristo (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0703

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0838

AUSTIN FOURTEEN

£265.—1936 (reg.) Austin Greyhound 14 sports saloon, grey, beautiful condition throughout, new tyres, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5071

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN FOURTEEN

1938 (June) Austin Goodwood saloon, black, one fastidious owner since new, seats, carpets, roof lining, chrome, cellulose all in 1950 condition, a rare specimen; unrepeatable at £475.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4445

AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON distributors.

1948 Austin 16 saloon, radio, heater, 10,000 miles; £1,125.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [5650

1939 Austin 16 saloon, excellent throughout; £495. —Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0613. [5231

1948 (July) Austin 16hp saloon, low mileage, condition indistinguishable from new, green with brown leather; £1,050.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [5065

AVAILABLE to the trade, low mileage 1949 Austin 16.—Gerry Browne Motors, 24, Leinster Mews, London, W.2. Paddington 3232. [0967

1949 model Austin 16hp saloon, black with brown leather, heater, 1st regd. 5/11/48, low mileage; £985.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [5525

1949 (Mar.) Austin 16 saloon, green with brown leather, 10,000 miles, taxed year, almost as new; £1,150.—Black, 82, Stanley Rd., Hoylake, Cheshire. [6044

SPECIAL pre-budget Whitsun offer 1948 Austin 16 de luxe saloon, radio, heater, small mileage, full leather, etc.; £995.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5744

1947 Austin 16 (first reg. Oct., '46), genuine 16,000 miles, black, immaculate condition, brown leather upholstery, heater.—M. L. James, North Parade, Falmouth. Tel. 898. [5425

1949 (Feb.) Austin 16hp sun saloon, heater, radio, loose covers, 10,000 miles only, taxed year, almost as new; £1,175.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [3203

1939 Austin 16 saloon, black, blue leather upholstery, immaculate condition throughout, mechanically perfect; £495.—M.B. Motors, 836, New Cross Rd., London, S.E.4. Tideway 3779. [4389

SPECIAL pre-Budget Whitsun offer; a very good Austin 16 Hertford saloon, fitted loose covers, easy-clean wheels, etc., an ideal family or hire car; £245.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5746

1948 Austin 16hp saloon de luxe, finished in black with brown leather, fitted heater and radio, beautiful condition throughout; £995.—Robbins, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [5696

1937 Austin 16hp Goodwood saloon in black, blue hide upholstery, just fitted reconditioned engine, very attractive car, good tyres; £395; terms and exchanges.—Selsdon Road Garage, 84, Selsdon Rd., S. Croydon. Cro. 5470. [5788

265 gns.—Austin 16 1935 Chalfont 7-seater limousine, black, brown leather, sliding division, face forward occasionals, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [5931

1946 Saloon, black, mileage 17,000, radio, leather, loose covers, carefully maintained. £845.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [5348

Austin Sixteen Cars Wanted

THE

CAR MART Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0655

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

AUSTIN 16 wanted, must be in good condition.—G. S. Hall, 132, Hinton Ave., Hounslow. Tel. 7577. [2686

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0923

AUSTIN 16hp post-war saloons, in good condition, urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 3033-4-5. [0806

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2 [0703

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A70 Hampshire saloon, radio, heater, 12,000 miles; £1,425.—Car Mart, Ltd., 297 Euston Rd., N.W.1. Euston 1212. [5610

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, fawn with brown leather upholstery, 8,000 miles; £1,475.

836/842, High Rd., N.12. Hillside 0024. [5362

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A70 Hampshire saloon, brown, brown leather, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4168

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 A70 saloon, grey, low mileage; £1,310. Radlett 6167. [5628

1950 Austin A70 saloon, black with brown leather upholstery, recorded mileage 7,000, as new.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5772

GOLDERS GREEN.—H. A. Saunders, Ltd. 1950 model Austin A70 saloon, brown, heater, 7,000 miles, one owner, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Austin A70 saloon, green, 13,000 miles, radio, heater, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5451

1950 Austin A70 sunshine saloon, radio, heater, immaculate condition.—Broadway Motors 87, High St., Hounslow. Tel. 0175. [5236

3000 miles. 1950 (May) Austin A70, green, radio, heater.—Ernest Sutton, Cleeve Hill 95, (Cheltenham). (Trade enquiries only please)., [5713

1950 (April) Austin A70, heater, radio, 10,000 miles; £1,450.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221, Mai. 1627. [1434

1950 (May) A70, sliding roof, heater, French grey, brown leather, 9,000 miles, immaculate; £1,425.—Woolley, 1, Oriel Avenue, Oldham. Main 1550. [5175

1950 (May 9th) Austin A70, Ostend grey, under 9,000, leather upholstery, loose covers, as new; £1,450.—Woodward, Greatbridge, Romsey (2381), Hants. [5076

GOLDERS GREEN.—H. A. Saunders, Ltd. 1950 Austin A90 Atlantic, green, power hood, radio, heater, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5453

AUSTIN A70 de luxe, available shortly; 3,500 miles; definitely as new; radio; consider exchange for comparable late model Javelin; 1½ Riley; 1¼ M.G.; cash adjustment.—Box 1442. [5847

1950 Austin A90 saloon, colour grey, excellent condition, 3,000 miles; £1,925.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [5860

1950 Austin A90 Atlantic convertible cabriolet, with electrically operated hood and windows, cream with black upholstery, recorded mileage 6,700, fitted with radio and heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5773

1950 (March) Austin A70, black, brown leather, 10,000 miles only, radio, heater; £1,500.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4446

£1295—Austin A70 Hampshire saloon, August 1949, in grey with grey leather, brand new loose covers, heater, etc., etc., really beautiful condition, serviced every 1,500 miles by Austin distributors.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Nearly 400 cars ready for inspection and purchase. Hire Purchase. Part-Exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5595

AUSTIN EIGHTEEN

1936 Austin 18 long chassis York 7-seater, 1948 condition.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [5316

1935 Austin 18 Tickford saloon; £325.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2254. [5488

£525—1937 Austin 18 7-str. with division, bodywork literally perfect and unmarked, leather interior excellent, whole vehicle 100% condition and available for immediate use.—Below.

£425—Austin 18hp York 7-str., long chassis, but without division, bodywork beautiful, excellent inside and out; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5962

£725—Austin 18hp Windsor 7-seater, 1938, a very genuine specimen, in condition rarely encountered in a pre-war car, dark blue coachwork and blue leather interior, original in every respect, face forward seats apparently never used, one owner only and used entirely for private motoring, total mileage very much less than usual with this type of car, definitely in outstanding mechanical order with an economy of performance for which this model is so justly renowned; guaranteed by us in writing; 8 other 1938 and 1939 Windsors and Ivers ready for immediate purchase.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase. Part exchange. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5596

A & S Seven seater 1937/38/1939 Saloons also partitioned Limousines, extensive selection, leather, black, certified mechanically. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [5349

Austin Eighteen Cars Wanted

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THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-Passenger 1937/38/39 required, also Norfolk Saloons, good order essential, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941.

AUSTIN TWENTY

1938/9 Austin 7-seater 24hp limousine, low mileage, one owner; private.—Write BCM/NZA, London, W.C.1. [5850

A & S Limousines 1936/37/1938 Mayfairs, partition, widest occasionals, leather, black, exceptional, delightful condition carriages. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [5350

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-Seater Limousines 1937/38/39—also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6268

AUSTIN A125 and A135

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A125 Sheerline saloon, 8,000 miles; £2,295.

1950 Austin A135 Princess saloon, 5,000 miles; £2,750.—Car Mart, Ltd., 297 Euston Rd., N.W.1. Euston 1212. [5651

TOM GARNER, Ltd., offer:—

1950 Austin A125 Sheerline saloon, black with fawn leather, 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5208

SWANMORE CAR SALES, Boscombe.

1950 Austin Princess, silver with blue hide, low mileage, unmarked.

1950 Austin Sheerline (Oct. 1949), silver with grey hide, low mileage.

EXCHANGES & terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [5253

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 (March) Austin Sheerline, 3,000 miles.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [4755

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 (Nov.) Austin Sheerline, 3,000 miles, radio, etc.; £2,150.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5988

1949 Austin Sheerline, radio, small mileage, superb.

GUY ALFREDS & Co., Ltd., 6-7 Warren St., W.1. Euston 5268. [5315

1950 Austin Sheerline saloon, 2,500 miles, radio; £2,350.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5564

1949 Austin Sheerline, black with beige upholstery, fitted heater & radio, 15,000 miles, immaculate; £1,925. Terms, Exchanges.

MASON BROTHERS (Motor Showrooms), 151-153 Fitzwilliam St., (Off the Moor), Sheffield, 1. Tel. 24687. Open weekends. [5782

1950 Austin Sheerline saloon, grey, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5510

1950 Austin Princess, radio and heater, 5,000 miles. —British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5511

1950 Austin Sheerline saloon, first regd. 16.1.50, black with fawn upholstery, radio and heater, mileage 5,091; £2,100.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [5527

1949 model A125 Sheerline, 19,000 miles, black, radio, heater, full equipment as when new, spotless interior, excellent cellulose, one private owner; £1,785.—Whiteside, The Gables, Dilloway St., Dentons Green, St. Helens, Lancashire. Tel. 3440. [5463

Austin A125 and A135 Cars Wanted

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M

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0853

AUSTIN Sheerline or Princess wanted, new condition. —G. S. Hall, 132 Hinton Ave., Hounslow. Tel. 7577. [3560

AUSTIN MISCELLANEOUS

£130 or by instalments (£44 deposit).—Austin heavy 12/4 2-seater with dickey, new hood, 1933, free 12 months' 3rd party insurance, 3 months' written guarantee; £130; also

£140 or by instalments (£47 deposit).—Austin 7hp 2-seater, beetleback, 1932, free 12 months' 3rd party insurance, 3 months' written guarantee; £140; also

£220 or by instalments (£110 deposit).—Austin 18hp saloon, 1936, free 12 months' 3rd party insurance, 3 months' written guarantee; £220.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 8532. [5457

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374

Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. H. NORMAN & Co.,

AUTHORIZED Austin retailers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

WE wish to purchase post-war Austins, all models.

BROWN & MALLALIEU, Ltd., General St., Blackpool. Tel. 22322. [5401

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul 2767. [0822

DOBSONS, Ltd., Staines, Middlesex. Tel. 801, are cash buyers of good Austin cars of all types. [1753

CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5695

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [9859

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins. [0416

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5502

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Miscellaneous Cars Wanted

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [5266

1938 39 Austin 10 or 12 required; must be clean and genuine, mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0513

Austin Spares and Service

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NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [0229

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C. G. NORMAN & Co.

AUTHORISED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717.) [0160

IF it's Austin spares try Sands, the Austin People, Burnham, Bucks 84. [0305

FOR Austin mudguards, running boards, 1931-39.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0382

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Austin spares, sales and service.—209, Balham High Rd., S.W.17. [0524

AUSTIN 7 spares, 1922-38, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood, Birmingham. [4789

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop. 2852, 2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

NEW gears, suitable 7-10hp, etc.; reconditioned exchange gear boxes; repairs; trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. [0198

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London; free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

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CAR MART, Ltd.

1948 Bentley Mark VI steel saloon, 10,000 miles; £5,250.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5652

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HOFFMANNS GARAGE, Ltd.,

HUDDERSFIELD Rd.,

HALIFAX.

GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.

PROUD members of the Swain Group.

A NATIONAL Motoring Organisation.

1948 Bentley Mark VI 4¼-litre standard saloon by Bentley Motors. Ref. H.6567.

1937 Bentley 4¼-litre sports saloon by Mann Egerton. Ref. H.6675.

1936 Bentley 3½-litre saloon by William Arnold. Ref. H.5744.

ALL cars carry our unique 6 months' guarantee, unless otherwise stated at time of purchase. Please write or 'phone for details to:—

HOFFMANNS GARAGE, Ltd.,

HUDDERSFIELD Rd.,

HALIFAX, Yorkshire

TEL. Halifax 5944. [5656

FRANK DALE offers:—

1936 Bentley 4¼-litre Park Ward 4-door sports saloon, in outstanding condition; £1,550.

1934 Bentley 3½-litre Vanden Plas foursome drop head coupe, excellent order throughout; £1,250.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6880. [2680

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PARK WARD & Co., Ltd.,

OFFICIAL Bentley Retailers.

OFFER slightly used Bentley Mark VI cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0685

GUY SALMON AUTOMOBILES, Ltd., offer:—

1937 Bentley 4¼ Park Ward saloon; £1,695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5970

BENTLEY (3½ & 4¼-litre).

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JACK BARCLAY LIMITED,

LARGEST Official Retailers of Rolls-Royce and Bentley.—Stock list of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

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RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley Specialists.

1948 Mark VI standard saloon, mistletoe green with beige leather.

1948 Mark VI standard saloon, black with blue leather upholstery.

1937 4¼-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.

1934 3½-litre 4-door sports saloon by Park Ward, black with brown leather.

FOR further particulars contact the largest Bentley distributors,

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines); also at Bradford, Leeds and Sheffield. [0906

FOX

OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork; offer the following from their large, specially selected post-war stock, for immediate delivery.

1949 Standard steel saloon on Bentley chassis, metallic grey with maroon leather, 17,000 miles.

H. A. FOX & Co., Ltd., 3/5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687.

FOX [5422

R. C. MORTLAKE offers:—

1937 4¼-litre Bentley foursome drop head coupe by Park Ward, immaculate in every way, known mileage.

1937 4¼-litre razor-edged sports saloon, Freestone and Webb, known mileage.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 4604. [2863

RUSSELL MOTORS offer:—

1935 3½-litre Bentley saloon by Park Ward, 51,000 miles only, exceptional car.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [5235

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

1948 (Nov.) Mark VI Bentley standard steel saloon, passed by Bentleys, 38,000 miles, black, beige upholstery; in beautiful condition throughout.

1939 (May) 4¼-litre Bentley razor edge saloon by Freestone & Webb, black, beige upholstery, 75,000 miles; a particularly fine car in exceptional condition throughout.

1935 3½-litre Bentley all-weather tourer by Vanden Plas, with folding side windows, reconditioned and in first-class condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [4476

BROOKLANDS for Individuality.

1948 Bentley Mark VI, standard saloon, black, speedometer reading 14,000.

BUY or sell your car at

103 New Bond St., London W.1. Mayfair 8351-6. [5799

JACK OLDING of Mayfair, offer:—

1949 Mark VI Bentley, standard saloon; black, 20,000 miles, immaculate condition.

1948 Mk. VI Bentley, fitted with Freestone & Webb saloon; black, brown leather, 34,000 miles.

1939 4¼-litre Bentley (Overdrive) 2-door fixed head coupe with sunshine roof; black with upholstery in beige leather, only 43,000 miles.

1936 4¼-litre Bentley, H. J. Mulliner saloon; black, brown leather.

1935 3½-litre Bentley 2-door saloon by Gurney Nutting; black with upholstery in maroon leather.

DELIVERY of new and used cars quoted on application.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [5853

SWANMORE CAR SALES, Boscombe.

1938 Bentley 4¼ by Vanden-Plas, just recelluloised as new.

1936 Bentley 4¼ sports saloon by James Young.

EXCHANGES and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [5250

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Bentley Mark VI saloon, beige, 13,500 miles; £4,900.

1937 Bentley 4¼-litre Park Ward saloon, total mileage since overhaul by Bentleys costing £800, 60 miles; £2,200.

1937 Bentley 4½-litre d/h coupe, H.J. Mulliner, resprayed and reconditioned; £1,895.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5982

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

1936 (Oct.) 3½-litre Bentley Park Ward saloon, black with grey interior, two owners; £1,450.—Box 1595. [5167

BENTLEY (3½ & 4¼-litre)

BELLS SERVICE GARAGES offer the following Bentleys:—

1938 Bentley 4¼-litre (1st registered June, 1939) Park Ward sports saloon, green with grey leather; £2,150.

1936 (December) Bentley 4¼-litre sports saloon, Mulliner body, black with chromium waistband, new fawn leather interior; £1,695.

ALL the above can be viewed at

BELLS SERVICE GARAGES, 144, London Rd., Kingston-on-Thames. Kingston 1185. [4130

ACLAND & TABOR, Ltd., Welwyn 461, offer with 3 months' guarantee:—

1937 4¼ Bentley 4-light 2-door d/h coupe by Young of Bromley; parallel opening door, recent engine overhaul, beautiful condition throughout; £1,950. [5605

1936 (Aug.) 4¼-litre Vanden Plas saloon, exchanges.—Lawton-Goodman, 56, North Audley St., W.1. [4541

BENTLEY 26hp saloon, reg. 1937, excellent condition; £700.—Molyneux, Littledene, Lansdowne Rd., Angmering, Sussex. Rustington 1582. [6039

MASCOT MOTORS, Ltd., offer a quite outstanding Dec., 1934, 3½-litre Bentley special Park Ward sports saloon at £1,350.—237, Kensal Rd., Ladbroke Gr., W.10. Ladbroke 1231/2. [4815

1936 4¼ Bentley special foursome d.h. coupe by Gurney Nutting, only one owner, 56,000, very smart appearance, colour fawn, overhauled Bentleys 15 months ago.—Box 1429. [5284

1948 Mark VI Bentley standard saloon with 1949 modifications, 21,000 miles, black with brown leather, chauffeur-kept; £4,650.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [5232

1934 3½-litre Bentley Mulliner sports saloon, black, brown interior, attractive body, with rear boot and enclosed spare wheel; £1,050.—Clarke & Simpson, 75-79, Cadogan Lane, S.W.1. Sloane 4727. [5346

£1495.—1936 3½-litre Rolls-Bentley, two-tone grey, maroon hide interior, 2-door sports, sliding head, new tyres, bills for extensive overhaul, host of extras; proprietor's late car.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5067

1936-7 (December 1936) 4¼-litre Bentley sport saloon by H. J. Mulliner, tyres excellent, leather work in exceptional condition; open to any trial or examination; £1,550.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [5755

1935 July, 3½-litre Bentley, 1936 Chassis Hooper saloon body with boot, 4 doors, Ace discs, tyres all good, twin wind horns, twin fog lamps; in showroom condition, ride control, taxed, not use winter months, offers from £1,395.—c/o F. Hartley & Son, 2, Rigby St., Nelson, Lancashire. [5855

BENTLEY 1934-5 3½-litre Thrupp & Maberly 4-door sports saloon, black, with beige Connolly leather upholstery, piped red, as new, chassis completely checked through by Bentley experts, full history available as to work carried out; car has not left workshops, but will be available within 10 days.—Columbia Motors, 61, Poole Hill, Bournemouth. Bournemouth 3524. [5720

£4950.—Bentley Mark VI 4¼-litre Sportsmans 4-light saloon 1948, with maker's standard bodywork. To say that this car is immaculate would be an understatement, and whilst we appreciate that many cars are thus described, this particular Bentley is, in our opinion, the very finest example of a post-war car we have handled, combining as it does the graceful elegance of its modern line, with that degree of quiet dignity which is the hall mark of this famous make; coachwork superbly finished in black and chrome with upholstery in highest quality brown leather, all interior fittings and accessories could easily be mistaken for new and are in keeping with the appearance of the rest of the car, H.M.V. push-button radiomobile fitted. So far as the mechanical condition is concerned we will be content with stating that it is all one could possibly wish for in a car which is after all—the "finest car in the world"; we are prepared to submit this magnificent Bentley to any examination by A.A., R.A.C. or any equivalent authority.

£2645.—Bentley 4¼-litre foursome drop head coupe 1939, fitted overdrive, magnificent coachwork by Messrs. Vanden Plas, immaculately finished in silver grey with fawn leather and brand new dark grey mohair hood of a special type which can be operated by one hand and disappears completely when not in use, a car with a very fine history, engine completely stripped down and rebuilt a few weeks ago by Bentley distributors, and requiring to be run-in as car has only done 60 miles road test since reconditioning, complete schedule of work and bills available; to the Bentley enthusiast requiring a car which is in every way almost equal to brand new, this particul car must appeal.

£1495.—Bentley Special 2-door Sportsmans 4-light saloon 1936, with super modern looking streamlined coachwork, beautifully finished in black with chrome waistline and detachable wheel spats like current production model, upholstered throughout in plain trimmed red leather, general condition really amazing for a car of its year, numerous costly extras: radio, Bosche pass lights, mellowtones, discs, etc.; guaranteed by us in writing.—Camden Motors, Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5585

BENTLEY (other than 3½ & 4¼-litre)

1925 Bentley 3-litre Blue Label; superb cabriolet body by Rippon; new carpet, headlining, safety glass; one tooth on differential believed missing, otherwise mechanically perfect; oil pressure terrific, consumption practically nil; rebuilt wheels, five new tyres, taxed; £175.—Box 1441. [5845

Bentley Cars Wanted

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OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies. London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0615

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

A
BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted 1946-7-8 Mark VI standard saloons.
R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 3431/2. [5921

J. MARSHALL.

WANTED.—Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.
J. MARSHALL, 868, St. Albans Rd., Watford. Tel. Garston 2369. [0487

ROLLS-ROYCE or Bentley owners with cars for disposal are invited to get in touch with
JACK BARCLAY, Ltd.,
OFFICIAL retailers of Rolls-Royce and Bentley.
12-13, St. George Street, Hanover Square, W.1. Tel. May. 7444. [0692

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Regent 3242.
WILL be pleased to purchase pre-war and post-war Bentleys; expert advice and valuation of your present Bentley will be gladly given should you wish to visit our St. James's St. showrooms. [0904

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [0540

3½ or 4¼ saloon or drop head urgently required, immediate settlement.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [5561

THE BASINGSTOKE MOTOR Co. wish to purchase 3½- and early 4¼-litre models: fair price offered.—By-Pass Road, Basingstoke. [0654

BENTLEY Mark VI standard saloons required in first-class condition by R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [9787

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0062

WADHAM BROS., Ltd., leading special retailers, wish to purchase good pre- and post-war Bentley and Rolls-Royce cars.—Banister Road, Southampton 2981/3. [9175

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

8- or 6½-litre Bentley wanted by fastidious buyer, late pre-war body preferred, good price paid but chassis, body and fittings must be faultless and immaculate.—Box 1443. [5848

WANTED, post-war Bentley, standard steel body preferred, must be small mileage.—Send full particulars to: Simpson, Trelawney, Redruth, Cornwall. Tel. Camborne 3201. [5414

3½ and 4¼ Bentleys urgently required, pre- or post-war; cash or exchanges.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [5255

JACK OLDING, Ltd., 8-10 North Audley St., W.1. official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0613

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores, 12 Wellesley Ave., W.6. Riv. 1415. [0598

ENTHUSIAST wishes to purchase for cash 3½- or 4¼-litre Rolls-Bentley.—Fullest possible particulars to Advertiser, 23, Green Walk, Hendon, N.W.4, or telephone Hendon 0521, after 6 p.m. or week-ends. [3361

Bentley Spares and Service

JACK BARCLAY, Ltd.,
LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.
WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.
SPARE parts
SERVICE: 12, Wellesley Ave., W.6. Riv. 1415. [0593

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 3785. [7206

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models: servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [6353

B.M.W.

DICKS CAR SALES offer:—
1936 B.M.W. drop head foursome coupe, bills here £200 overhaul; £395.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [3804

BOND MINICAR

1950 Bond Minicar de luxe, low mileage, 80 mpg; £295.—Elgar 5841, after 6 p.m. [5258

1950 Bond Minicar, 5,500 mileage, as new; £230.—Rev. Janney, Ramsey, Huntingdon. Tel. Ramsey 3179. [5816

BRISTOL

U M Ltd.
UNIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties; also Berks, Beds and Bucks.
UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0188

A.F.N., Ltd.
1949 Bristol Type 400 saloon, royal blue, heater, Radiomobile, opening rear window.
1948 Type 400 saloon, metallic green, heater, Radiomobile, one owner, immaculate appearance.
FALCON Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [5004

KEVILL DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.
41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

BRISTOL type 400, July 1948, Alpine mist, radio, 12,000 miles; £2,150.
CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [5778

1949 Bristol 400 saloon, low mileage, radio, heater, excellent chassis.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5243

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

BRISTOL 400 modified to 401, headlamps, etc., 10,000 miles, real connoisseurs car in faultless condition; £3,100; any trial.—Wilnecote Service Station, nr. Tamworth. Tel. 461. [5220

BRISTOL 400 saloon, maroon, very carefully maintained and driven, modifications have been kept up to date, fitted special large headlamps, radio, heater and many extras, reason for sale, owner taking delivery of new vehicle for road racing.—M. F. L. Falkner, George Falkner & Sons, Ltd., Empress St., Manchester, 16. Trafford Park 1061, or may be seen in London. [5195

Bristol Cars Wanted

BARTLETT, the Bristol buyers.—27a, Pembridge Villas, W.11. Bayswater 0523. [5397

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476

TYPE 402 Bristol 2-litre d.h. coupe wanted privately; please contact if contemplating selling now or later.—Box 1405. [5182

ANTHONY CROOK purchases used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232/3. [5049

Bristol Spares and Service

UM, Ltd.
UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvenor 4141.

B.S.A.

345gns.—B.S.A. Scout, 1939, 10hp series 6 2-seater, black, red leather, excellent condition; terms, exchanges.—Rowland Smith, below.
325gns.—B.S.A. Scout, 1938, 10hp series 5 2-seater, red, maroon leather, £50 overhaul, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5930

£295.—1939 (reg. July) 10hp B.S.A. sports 4-seater, an excellent runner, good all-weather equipment; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3856

£295.—B.S.A. 10hp Scout Roadster 1938 series, very potent little motor, excellent performance but undeniably economical, good hood, screens and tyres, spot lamp, windscreen, heater and other extras.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery. Showroom open till 8 p.m. from Monday to Saturday. [5581

B.S.A. Cars Wanted

R
ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0839

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12/6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

BUGATTI

CHILTERN CARS.—See our display advertisement on page 47. [5546

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

BUICK

SIMPSON'S MOTORS offer:—
1949 (reg.) Buick, radio, heater, nylon covers, 17,000 miles, immaculate; choice of two; for full list see under "American Cars."
1948 Buick Super, radio, heater, American covers, white-walls, low mileage; for full list see under "American Cars."
1939 Buick Century, with division, moderate mileage, good condition; for full list see under "American Cars."
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [3505

CHILTERN CARS.—See our display advertisement on page 47. [5547

LIMOUSINE 1937 roomy 8-seater; £750.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [5644

1937 Buick 37hp Roadmaster 6-seater limousine, colour black, brown leather upholstery, many extras including wireless; 499gns.
RAYMOND WAY, of Kilburn, hire purchase specialists, has 200 good used cars under £400.—Maida Vale 6044. [5618

JULY, 1937, Buick 30.6hp Viceroy saloon, exceptional condition; £455.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [3879

BUICK 1938 30hp saloon, immaculate throughout, exceptionally fine mechanically; £495.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. Prospect 7520. [5724

1949 Buick 38hp Dynaflow, left-hand drive, 2-door sports saloon, 9,000 miles; £3,150.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [4441

1938 Buick 30.6hp Viceroy de luxe four-door sal., in unmarked one-owner condition, very low total mileage, real hide upholstery, new tyres, mechanically faultless; £645; terms arranged.—Wilcox Automobiles, High St., Kingston-on-Thames. Kin. 1858/1793. [5421

CAMDEN MOTORS.—Buick. We offer what we consider to be one of the finest and most genuine post-war American cars for sale in this country, first registered 2nd May, 1949, super de luxe 8, 4-door, full 6-seater sedan, type 8-50, fitted Dyna-flash engine; this particular model, as a matter of interest, was the most expensive sedan of the whole Buick range produced during this year; finished immaculately in black this Buick must surely be one of the most elegantly modern yet distinguished cars to be seen on the road to-day, incorporating as it does fully chromed "mouth-organ" front with bumpers extending to front and rear section of wings, full length chrome rubbing strip and waist-band, moulded type large curved rear window giving excellent all-round visibility; makers' standard equipment on this model includes built-in air conditioning, demisting and defreezing, built-in push button radio, automatic door lighting, push button hand brake, directional indicators, etc.; the interior finished in grey broadcloth could easily be taken as new, and is in complete keeping with the whole appearance of the car. We will not try to describe the mechanical condition but we state here that it is open to A.A., R.A.C. or any exhaustive inspection and we are of the opinion that the general road holding smoothness and power are typical of this fine make of car at its very best; £2,450.
CAMDEN MOTORS.—Buick super 8 38hp saloon de luxe, 1939 model, registered 1946 (£10 tax), spacious 6-seater body, very large rear boot, coachwork finished black and chrome, excellent brown leather interior, fitted Motorola radio, steering column synchromesh gears, latest type all-steel disc type wheels, large type bumper with overriders, previously privately owned, 6 good tyres, exceptional opportunity; £595.
CAMDEN MOTORS.—Buick 31hp special drop head Roadster, 1938 series M.O., fitted radio, windscreen heaters, twin Windtones, Notek, etc., coachwork finished latest American shade of metallic maroon with leather upholstery to match, brand new hood and 6 excellent tyres, privately owned since new and in every way a very desirable American drop head; £545.
CAMDEN MOTORS.—Buick Regent de luxe 6-seater saloon, 1939, one of the most expensive Buicks manufactured pre-war, costing over £900 with extras when produced, privately owned since new and beautifully maintained, sparkling black and chrome finish, excellent dark blue leather upholstery, loose covers, special heavy pile carpets, very expensive and latest type Radiomobile, de luxe 6-wheel equipment, 2 brand new spares, mechanically this car is open to any examination; £695.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue, nearly 400 cars ready for inspection and purchase; hire purchase facilities, part exchanges. Free delivery to any part of the United Kingdom. Purchasers' fares refunded to any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [5587

A & S Limousine 1939 Double Enclosed, widest occasionals, black, meticulously maintained, exceptional throughout.
7-PASSENGER 1938 Coachbuilt 4-door Saloon, sensible occasionals, leather upholstery, capacious boot, hydraulic jacks, lavishly equipped, exceptionally attractive (ideal Continental touring), reasonable cost. Seen:—
ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [5351

Buick Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Buick cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5503

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick from 1937 onwards. Wembley 3903. [0664

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0436

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1.—Regent 7121. [0304

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offers:—
TWO late model Cadillacs for sale.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [5333

WALTER SCOTT, Ltd.—1938 (December) Cadillac La Salle V.8 sun sal., black, 50,000 miles; just completely recndtd. by concessionaires costing over £300; coachwork and chrome as new; Oylers' tailored loose covers, two spare wheels, good tyres; performance as new Cadillac; £895; exchanges, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [4146

36.4hp Cadillac limousine with division, upholstered hide front, rear Bedford Cord, first reg. 1935, total mileage since new 55,000, fully reconditioned engine just fitted, privately owned, chauffeur driven, 100% maintained, used only occasionally, stored war years, last taxed 1947, original unblemished black finish, fitted Lucas headlamps, wheel discs, two spare wheels, good tyres, luggage grid, etc., truly magnificent condition throughout; price £685.—Burnley Motor Mart, Burnley. Tel. 3493. [4302

Cadillac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Cadillac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5504

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards. Wembley 3903. [0665

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. W. (Grosvenor 4747), urgently desire to purchase modern American cars. [0437

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

1949 (genuine) Chevrolet, radio, heater, American covers, 15,000; for full list see under "American Cars."

1948 Chevrolet, 2-door torpedo type body, radio, heater, blinker system, movable spotlight, American covers, approximately 20,000 miles; £1,650; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [3508

1949 Chevrolet streamline, right-hand drive, 15,000 miles.—Acres Autos, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [3508

CHEVROLET fixed head four-seater coupe 1939 six-cylinder 30hp, recently re-cellulosed black, a very attractive car, open to any trial or examination; £500; all Fords required.—W. J. Reynolds (Motors), Ltd., Ford House, New Road, Dagenham, Essex. Rainham 770 (8 lines). [6035

CHEVROLET, 1947, Nov., property of engineer, in exceptional condition, 26,000 miles, absolutely draught-proof, ideal for invalid due to very easy steering and excellent riding qualities of car, licensed and insured, any trial; £1,450.—Apply, Retined Brake Drums, Ltd., 79, High St., London, N.16. [5526

1946 (reg.) approximately 1943/4 model Chevrolet Master, drop head fourseater, bench type rear seat, power operated hood, vacuumatic gear change, engine just reglored; the car is finished in light grey with red leather upholstery and is in beautiful condition having a modern post-war type of front with all the chromium fittings in perfect and original condition, a most outstanding car; £825.—Peter Bantock Car Sales, 104, High Rd., Chiswick. Chiswick 2725/5670. [5007

£2475.—Chevrolet Fleet Line de luxe, latest production model 1950, 4-door sedan, a full 6-seater with all "up to the minute" features and refinements, an elegant and gracefully designed ultra modern looking car, yet combining that degree of dignity that is now in favour in American automobiles, immaculate steel grey bodywork with chrome embellished rear fenders extending into doors, steel gravel guards, latest type frontal appearance with air intake vent between grille mouldings, upholstered in sumptuous duo-grey broadcloth, centralised instruments contained in "flight" panel, deicing and demisting, built-in air conditioner, automatic door lighting, whitewalls, etc., so far as mechanical condition is concerned we are convinced that this particular Chevrolet is everything that the motorist can possibly ask, and any rigorous examination by A.A., R.A.C., or other qualified engineer will be welcomed on behalf of genuine prospective purchaser.—CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue, nearly 400 cars ready for inspection and purchase; hire purchase, part exchange, free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5600

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet from 1937 onwards. Wembley 3903. [0666

DISTRIBUTORS for Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3566. [5507

Chevrolet Spares and Service

FOR private vehicles only.—Distributors for London and Home Counties, British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3566. [5520

CHRYSLER

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

1939 Chrysler Super Power 8-cyl., overdrive, 4-door saloon by Charlton Carriage, excellent condition; £675. [5606

1947 Clipper, r.h.d., black, superlative, private owner; offers wanted.—Box 1258. [4560

1947 Chrysler New Yorker, in really magnificent condition, 15,000 miles, right-hand drive.—J. P. Crawley, 48, Kensington Court, W.8. Western 6015. [5247

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Road, Swiss Cottage, N.W.6. Mal. 5555/2155. [0645

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

7-Seaters 1937/38/39 Royal-Wimbledon-Dodge, privately owned Limousines required. Alpe, Providence Court, Grosvenor Square. Mayfair-2981. [6270

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler from 1937 onwards. Wembley 3903. [0667

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models; exchange recondition units in stock.—59-64, Belsize Road, N.W.6. Mal. 5555/2155. [0495

CHRYSLER official service agents

REPAIRS, spares, exchange engine service.—Church Road Eng. Co. Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 586474/3717.

CHRYSLER Specialists: repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., Balham High Rd., London, S.W.12. Tel. Balham 2254.

CITROEN

JOHN S. TRUSCOTT, Ltd.

A COMPREHENSIVE range of post-war Citroens is always maintained, present stock includes 2 1950 saloons, 1 1948 saloon, 1 1947 saloon; only first-class examples are offered; full details on request.—175, Westbourne Grove, W.11. Bay. 4274. [5406

DICKS CAR SALES offer:—

1938 Citroen 12 saloon, excellent performance; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6868-9. [4974

H. A. SAUNDERS, Ltd., offer:—

1950 Citroen saloon, black with red leather upholstery, 12,000 miles; £1,550.

836—642, High Rd., N.12. Hillside 0024.

H. A. SAUNDERS, Ltd., Radlett, Herts.

1946 Citroen 15 saloon, black, very clean; £795.—Radlett 6167. [5626

ACE SERVICE STATION (LONDON), Ltd.,

THE Citroen distributors, offer:—

CITROEN 1949 Light 15 saloon, black, red leather, 19,000 miles; £1,165.

CITROEN 1939 Light 15 Roadster; £575.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5565 (5 lines). [5630

H. W. MOTORS, Ltd., the Citroen specialists, offer:—

1947 (Oct.) Light 15 saloon de luxe, black, brown leather, new tyres; £955.

1947 (Nov., '46) Light 15 saloon de luxe, black, brown leather; £895.

THE above first-rate examples of the post-war Citroen have been carefully selected, thoroughly checked and are offered with the backing of our specialised Citroen service.

H. W. MOTORS, Ltd., Walton-on-Thames 785 and 1437. [3543

12hp Citroen FWD saloon 1939, very smart in duo grey.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [5141

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.

CITROEN Light 15 sports saloon, 1950 model, sea green with beige leather, push-button radio, as new.

CITROEN Light 15 sports saloon, 1948, black, in very good condition.

ROADSTER sports 2-seater Light 15, maroon, red leather, late 1938, beautiful condition.—Flaxman 0052/7253/7154. [5328

CITROEN 1949 steel grey/red hide, 14,000 miles only; £1,225.—Davy, Western 1225. [5916

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [4385

CITROEN 12hp 1935 F.W.D., new set tyres, new battery, good mechanical condition; £225.

ENTERPRISE GARAGE, Sturry Rd., Canterbury. Tel. 4285 Canterbury. [6032

1934 Citroen 14hp saloon, take a journey of 400 miles with confidence, clean with well-kept interior; £150.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [6016

CITROEN 1950 Light 15, black, beige interior, H.M.V. radio, etc., perfect condition.—N. W. Nash & Co., Ltd., 52/54, City Rd., Roath, Cardiff. Tel. 3755. [5150

1939 Citroen Light saloon, left-hand drive, £50 engine overhaul sound car; £565 or nearest.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [5870

£395.—Citroen popular 12hp saloon, 1939, 4-door model, finished black, red leather, sound order throughout; also post-war and pre-war light 15s and Roadsters; write for catalogue to

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and purchase; hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5582

1938 Citroen Light 15 saloon, finished in black with grey leather, mechanically overhauled and completely recellulosed; £595.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Kensington 2468. [5196

£575.—Citroen 12hp de luxe sports saloon; this car is so immaculate and having identical shape to post-war vehicle, no one looking at it could possibly believe it to be pre-war example, recently overhauled, literally looks and runs like £900 post-war vehicle, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5961

Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ACE SERVICE STATION (LONDON), Ltd.,

ARE anxious to purchase an unlimited number of good Citroen cars; as Citroen distributors we are able to offer extremely good prices.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5565 (5 lines). [0004

1949-50 Citroens wanted; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0677

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 785 and 1437.

CITROEN privately, post-war, details, lowest price.—Carlisle, 71, Edgehill Court, Wimbledon 2076. [6038

PRIVATE buyer requires a low-mileage Citroen; details to—"Linga Longa" Cafe, Weyhill Rd., Andover (Tel. 2557), Hants. [5104

Citroen Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Citroens.—175, Westbourne Grove, W.11. Bay. 4274. [5407

KENTISH & THOMSON, Ltd., urgently require good post-war Citroen cars.—564-566, Wickham Rd., Shirley, Croydon. Springpark 8477. [3799

Citroen Spares and Service

C. G. NORMAN & Co.,

CITROEN sole distributors for the County of London.

CITROEN spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE READINGLY MOTOR & ENG. Co., Ltd., 8, Oxley Rd., Leeds. Tel. 52627-8. 'Grams. Truhe.

WIDCOMBE GARAGES, Ltd., Fulteney Rd., Bath 4662.—Citroen spares, reconditioned drive, trains, 48-hr. service. [6161

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr; all spares stocked. [1543

CORD

CORD 4-door Westchester saloon, just respraved and rechromed, tyres very good, spare new, 31,000 miles, radio heating, 20mpg on 2½-1 top gear, registered 1950, £10 tax, no claim bonus since new; £550.—A. Roe, 24, Cromwell Court, Kingston 4868. [5750

CROSLEY

1949 Crosley Thermostatic brake, miniature American 4/5-seater with luggage space, unique car; £625.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [4713

DAIMLER

CAR MART, Ltd.

1950 Daimler 2½-litre coupe, 5,000 miles; £2,350.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5454. [5653

OVERSEAS CARS, Ltd.

1937 Daimler Straight 8 drop head coupe, grey-blue leather, built for Royalty, one subsequent owner, maintained throughout by makers and in excellent condition; £775.—For other Overseas Car bargains see page 43 of May 4 issue.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5547

BROWN'S for Daimlers.

1939 Daimler 2½-litre saloon de luxe, immaculate condition; £625.—Brown's Garage, Loughton (Essex) (19 Tube). [2647

TOM GARNER, Ltd., offer:—

1949 Daimler 2½-litre drop head coupe, black with brown leather, radio, heater, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5207

STRATSTONE, Ltd., Daimler Specialists.

OFFER a selection of good used Daimler models; expertly examined and serviced.—40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [5358

CHILTERN CARS.—See our display advertisement on page 47.

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee.

1940 (first reg. 1949) £10 tax Daimler 24 E.S. 6 light, 4-door saloon, black, brown hide, 15,000 miles, as new throughout; £1,550. [5607

C. A. PETO, Ltd.—1948 2½-litre Daimler sal., maroon; £1,850.—42, North Audley St., W.1. Mayfair 3051. [5529

C. A. PETO, Ltd.—1939 2½-litre Daimler saloon, black; £825.—42, North Audley St., W.1. Mayfair 3051. [5535

1937 Daimler 24hp Windover limousine, maroon and black, privately owned, excellent condition throughout.

WALTON-ON-THAMES MOTOR Co., Ltd. Walton 200. [5426

1938 17hp Daimler saloon; £650.—Halls (Finchley), Ltd., Arcadia Ave., Finchley, N.3. Finchley 5900-9. [5987

1950 2½-litre Daimler d.h. coupe by Barker, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3566. [5515

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

1936 Daimler 15 saloon, black, in really splendid condition throughout, bargain; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [1355

1946 (Dec.) Daimler Straight 8 close coupled touring limousine by Freestone & Webb, finished in dark blue with black wings, very low mileage; £2,700; taxed and insured to December, 1951.

1939 Daimler 24hp E.S. type saloon, blue with black wings, in first-class condition throughout; £995; taxed and insured to December, 1951.

FULL details from Rhodyate Service Station, Cleeve, Nr. Bristol. [4523

R. S. CURRIE & Co., Ltd.—1938 Daimler 17hp saloon, black with brown leather, in immaculate condition throughout, must be seen to be appreciated; £845.—175, Westbourne Grove, Bayswater, W.2. Bayswater 0065. [5019

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

DAIMLER L.Q.3 limousine, partition, two occasional face-forward seats, cloth, rebored, excellent chassis, privately owned; £375.—4, Hesper Mews, Earls Court. Fro. 4292. [5837

£575.—1937 Daimler 20 sports saloon, Mulliner body, 35,000 miles; this car is in original and immaculate condition.—Morgan, 17, Westmoreland Rd., S.E.17. Rod. 3066. [4245

A & S Limousines 1937/1958 Straight-8/32hp Hooper, Barker, partition, widest occasionals, black, private owners.

LIMOUSINES 1937/38/1939 24 EL., partition, widest occasionals, superlative condition, black, certified mechanically, from £685.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-8941. [5352

Daimler Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0950

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

POST-WAR Daimler wanted, must be in good condition.—G. S. Hall, 132, Hinton Ave., Hounslow. Tel. 7577. [5376

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5496

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require Daimler cars in first-class condition.—Mayfair 3051. [5755

STRATSTONE, Ltd., wish to purchase Daimler cars in good condition; prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4404.) [9284

LIMOUSINES modern 24hp, also 8-cyl-32, urgently required, cash waiting, details please:—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-8941. [6271

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0836

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

DELAGE

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Delage 1950 fitted with very beautiful foursome drophead coupe body by Guillore, Paris, one owner, radio, etc., negligible mileage, late property of film star, very fast.—Flaxman 0052/7253/7154. [8530

DELAGE D6-75 sports 4-door saloon, fitted Cotal electric gear box and telecontrol shock absorbers, first registered October, 1938, whole car completely reconditioned, finished two colour grey, with blue leather upholstery, undoubtedly the finest car of this type available to-day.

TOBY MOTORS, Regent Rd., Great Yarmouth. Tel. 3273-4. [3661

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., concessionaires for G.B., Brit. Empire, U.S.A.; rapid engine and body repairs, parts in stock.—45, S. Audley St., W.1. [0660

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., concessionaires for G.B., Brit. Empire, U.S.A.; rapid engine and body repairs, parts in stock.—45, St. Audley St., W.1. [0659

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks, £10/10; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

650gns.—Dodge, 1947 (£10 tax) specially imported 4-door 8-str. station wagon, natural hardwood body, glass all round, removable rear seats, drop tailboard, right-hand drive, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [5929

1940 Dodge Victory 26hp de luxe saloon, fluidrive, steering wheel change, registered mark 1940; this immaculate car finished in old gold with natural pigskin upholstery; has had one owner from new; many expensive extras including radio; total mileage in the region of only 40,000; 5 brand new tyres; the whole is in 100% condition, both as regards appearance and mechanical condition; £875.—Tel. Seven Kings 3536. 10 a.m. to 4 p.m. [3769

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0362

FIAT

COACHCRAFT offer:—

1939 Fiat 1100 foursome drop head, extremely good condition throughout, engine just bored and sleeved to standard, crank reground and numerous other parts renewed as required, really outstanding performance coupled with complete reliability and economy, A.A. or R.A.C. examination with pleasure, recent property of qualified engineer; £365; terms to suit and exchanges.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [5559

C. V. RUSHMER, the Fiat specialist, for rebuilt models, fully guaranteed; only first-class examples offered.—39, Holland Park, W 11. Park 5731. [4950

FIAT

MONTROE MOTORS offer:—

1937 Fiat 500; £275.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [5961

MAYFAIR GARAGES, Ltd., for your Fiat.—Below.

MAYFAIR GARAGES, Ltd.—2nd series (1939/40) 500 convertible coupes, fully reconditioned back to almost new condition, available in black, blue, jade, red and stone with upholstery and new hood and trimmings to match, three months' guarantee; £425.—Below.

MAYFAIR GARAGES, Ltd.—Late 1939 500 de luxe convertible coupe, black and beige with leather upholstery, smart car with outstanding road performance, three months' guarantee; £385.—Below.

MAYFAIR GARAGES, Ltd.—Late 1937 500 de luxe convertible coupe, modified engine, smart car in excellent condition throughout, three months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd.—18 Fiats in stock.—Below.

MAYFAIR GARAGES, Ltd.—Send for descriptive list and copy of Autocar Road Test report; hire purchase terms one third down.—Below.

MAYFAIR GARAGES, Ltd., Fiat sales and service, Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104/5; open 9-6. Sats. 9-12. [5229

1937 Fiat 500cc Cabriolet, reconditioned throughout; £295.—See below.

500cc Fiat, very late 1938, recelluloseed, all new tyres, exceptionally clean car, taxed and insured; £335.—S. and S. Motors Bay. 1644. [3654

1938 Fiat 500 coupe good condition throughout, engine reconditioned 1950; new tyres and battery; £280.—Whiteley, "Hightrees," Ashlawn Rd., Rugby. [5810

£425.—1939 Fiat 1100 long chassis saloon, grey, hide interior, excellent runner, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6006

1938 (June) Fiat 500 cabriolet, finished rust and fawn, excellent performance; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [5880

FIAT 1100 pillarless saloon, in really exceptional mechanical and coachwork condition, nearly new tyres all round, cellulosed blue and black, blue leather, many extras, late property Earl Howe, taxed; £550.—Below.

1939 Fiat de luxe cabriolet, completely rebuilt, recelluloseed and rechromed recently, very attractive duo-black and silver grey finish, fitted Philco radio, chrome luggage grid, sponge rubber mats, loose covers, taxed, a super model, £425; 1939 ditto, duo-blue, 1948 engine, taxed year, £395; 1939 Simca ditto, tubular hammock seats, trimmed pigskin, £335.—V. W. Derrington, 159, London Rd., Kingston-on-Thames. Tel. 5621-2. [5679

1938 Fiat 1100 saloon, sliding roof with Arnott supercharger, mechanical condition faultless throughout and coachwork above average; further details from—6, Dartford Rd., Sevenoaks, Kent. Tel. Sevenoaks 2233. [5156

1936 4½-litre pillarless saloon, L.G. 45 engine, laid up for many years and since checked over, quite faultless throughout, exceedingly quiet, £725.—Columbia Motors, 61, Poole Hill, Bournemouth. Bournemouth 3524. [5719

FIAT 500 fixed head coupe, 1937, black with red leather, 39,000 miles, 4 very good tyres plus 2 good spares, very good appearance, top overhaul just completed, back axle and clutch reconditioned, new differential, 54mpg, taxed year, handbook; private sale; £310.—Davidson, Fremantle 8712. [6049

Fiat Cars Wanted

R

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5894

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [0695

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0156

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0929

B.D.J. (ENGLAND), Ltd., offer exchange engines, fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6028. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington, 159, London Rd. Kingston 5621-2. [5030

FORD (8 h.p.)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford export Anglia saloon, fitted with 10hp engine, colour blue, 5,000 miles; £695.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [5334

CAR MART, Ltd.

1950 Ford Anglia saloon, 16,000 miles; £725.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5654

BROWN'S for Fords.

1947 Ford Anglia saloon, immaculate condition; £535.—Brown's Garage, Loughton (Essex). 4119 (Tube). [5312

FORD (8 h.p.)

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1949 Ford Anglia saloon, black, radio, heater, 3,500 miles.

1949 Ford Anglia saloon, green, 4,000 miles.

1949 Ford Anglia saloon, black, 6,200 miles.

1949 Ford Anglia saloon, green, 6,800 miles.

56, Park Lane, W.1 (Regent 4866), and 374, Ealing Rd., Alperton, Middx. (Perivale 3386). [5904

1947 Model Ford Anglia saloon, black, in very nice condition; £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5013

1936 Ford 8 saloon, one owner since new, immaculate condition, reconditioned engine; £295.

X. L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [3099

1939 Ford 8 de luxe saloon, far above average; £365; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 3774. [3800

295gns.—1938 Ford 8 de luxe saloon, excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [5759

FORD Anglia saloon 1940 model, reconditioned engine, 2 new tyres.—Marrs, Herenden, Hawkhurst. Tel. Hawkhurst 2285. [5411

1947 Ford 8 saloon, good condition throughout.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [4444

1948 Ford Anglia, black, as new; £420.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1433-4. [5331

1946 Ford Anglia, recent new engine; £470.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2812. [5640

1935 (Nov.) Ford 8 saloon, 62,500 miles, reconditioned engine, new shock absorbers, steering, etc., taxed year; £210.—Reynolds. Barnet 5487. [5462

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

1940 Ford 8, genuine Martin Walter Utilecon, one private owner, taxed June; £310.—Wards, of Putney, 72, West Hill S.W.15. Vandyke 1533. [4527

1946 (June) Ford Anglia, in good condition, with two new tyres, new battery and other parts; can be inspected in West Midlands; £485.—Box 1394. [5168

GOLDERS GREEN; H. A. Saunders, Ltd.—1950 Ford Anglia saloon, black, radio, 2,100 miles, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5444

£235.—1936-7 Ford 8 saloon, good condition: choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [4467

1949 (Nov.) Ford Anglia saloon, 9,000 miles, black with green upholstery, spotless condition; £695.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 4656. [5977

£325.—Ford 8 1938 2-dr sln, original cellulose, recondition engine, one owner; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds Holland Park Tube.) [5138

1946 Ford Anglia saloon, black, leather upholstery, in exceptionally clean condition; a guaranteed car; must be seen to be appreciated; £550.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [5761

1947 Ford Anglia saloon, one owner since new, just had extensive overhaul and has not been run in, including new engine, brakes, steering, very good condition; £550, or close offer.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [5249

NAYLOR & ROOT, Ltd.—1949 Ford Anglia saloon, mist green, brown upholstery, 9,000 miles, unblemished condition throughout; any trial; £695; 3 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [5876

Ford Eight Cars Wanted

CASH waiting for good Ford 8 saloon, not before 1936.—Tel. Gra. 2530. [7927

I REQUIRE post-war Ford 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0726

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

1939-1950 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4611

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0640

FORD (10 h.p.)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Prefect saloon, black with brown leather; £950.

1950 Ford Prefect saloon, green with green leather, 3,270 miles; £915.

1949 Ford Prefect saloon, black with cloth upholstery, mileage 10,041; £850.

1948 Ford Prefect saloon, black with brown leather upholstery; £745.

1948 Ford Prefect saloon, black with cloth upholstery; £725.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4455

DICKS CAR SALES offer:—

1948 Ford 10 saloon, choice of three, some registered 1949; from £675.

DICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn. Maida Vale 6888-9. [1261

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, green with brown leather upholstery, fitted with a specially tuned engine including aluminium head, twin carburettors, etc., also radio, heater, special wheel covers and bumpers, 2,000 miles; £975.

836/942, High Rd., N.12. Hillside 0024. [5363

C.M.I. CAR SALES (Pri. 4405) offer:—

1948 Ford Prefect 4-door saloon, fitted covers, excellent condition.—Swiss Cottage, Finchley, N.W.3. [5065

C.M.I. CAR SALES (Pri. 4405). offer:—

1939 Ford Prefect drop head coupe, exceptional condition.—Swiss Cottage, Finchley, N.W.3. [5321

THE MALL HOUSE MOTOR Co., offer:—

1948 Ford Prefect saloon, leather interior; £715. —117, High St., Wanstead, E.11. Tel. Wanstead 8337. [5632

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Prefect saloon, green, brown hide, radio, 10,000 miles.

1949 Ford Prefect saloon, black, cloth, 10,400 miles.

1948 Ford Prefect saloon, black, cloth, 19,000 miles.

56 Park Lane, W.1 (Regent 4866), and 374, Ealing Rd., Alperton, Middx. (Perivale 3388). [5907

1947 Ford Prefect 4-door saloon, excellent condition; £645.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062.

FORD 10, 1936, excellent runner and tyres, private owner; £220.—Hampstead 5826. [5849

1946 Ford 10 Prefect saloon, black, really excellent condition throughout; £600.

1948 Ford 10 Prefect saloon, any trial; £695.

1939 Ford 10 4-door saloon, maroon, in exceptionally nice condition throughout; £450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [4757

295 gns.—Ford 10, 1938 model, saloon, dark blue; terms, exchanges.—Rowland Smith, below.

345 gns.—Ford Prefect, 1939 model, 10hp saloon, black, sliding head, grey leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [5908

1949 Ford 10 Prefect saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [5292

1938 Ford 10 saloon, maroon, brown leather, all new tyres, good runner, £305; choice of four.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [5040

£175—1935 Ford 10 4-door saloon.—Monahan Motors, 594, London Rd., Thornton Heath. 5091. [5264

CYRIL SHEPPARD offers: 1949 (late) Ford Prefect green with leather, 5,000 miles; £850.—102, Kings Rd., Reading 2712. [5075

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [0579

PREFECT tourer, enthusiast maintained, all accessories, bills produced, etc.—"Avondale," Bramhome Ave., Stanford-le-Hope, Essex. [5811

FORD Prefect 1950 (April), 13,000 miles, carefully driven and maintained, fitted Gallay heater, for sale for £565.—G. C. Laws, Tel. Steeple Aston 306. [6030

£665—Exceptional opportunity 1948 Ford 10 Prefect saloon, sound order throughout, choice of three others all guaranteed in writing by CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post free catalogue; nearly 400 cars ready for inspection and purchase; hire purchase; part-exchanges; free delivery; showrooms open till 8 p.m. from Monday to Saturday. [5583

FORD Prefect 4-door saloon, first registered May 1949, good tyres and good condition throughout; bargain at £399.—South Western Garage, New Malden. Malden 1312.

1948 Ford Prefect, black with brown leather upholstery, exceptionally clean; £725.—Halls (Finchley), Ltd., Arcadia Ave., Finchley, N.3. Finchley 5908-9.

1946 (Dec.) Ford Prefect saloon, colour black with loose covers, as new, heater, a magnificent car; £635.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 4656. [5978

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

1950 Ford 10 Prefect saloon required.—Turnbull, Ross House, Station Hill, Winchester. [5300

I NEED post-war Ford 10 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0750

Ford Ten Cars Wanted

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

FORD Prefect wanted, must be in good condition.—G. S. Hall, 152, Hinton Ave., Hounslow. Tel. 7577. [2691

ALMOST new Ford 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4448. [0855

1939-1950 Ford 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta 2252 and 0464. [4916

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0961

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Pilot saloon, black with brown leather, 17,427 miles; £1,175.

1948 Ford Pilot saloon, black with brown leather; £950.

1948 Ford Pilot saloon, black with brown leather, 23,058 miles; £1,015.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4456

CAR MART, Ltd.

1949 Ford Pilot saloon, 16,000 miles; £1,205.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454.

DICKS CAR SALES offer:—

1946 (reg.) Ford 30hp saloon, steering gear change, fast and economical; £495.

1939 Ford 30hp 91A saloon carefully used, fitted radio; £550.

DICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn. Maida Vale 6888-9. [9237

SIMPSON'S MOTORS offer:—

1948 Ford American type, right hand drive, choice of two; for full list see under American Cars.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley 5903. [3507

H. A. SAUNDERS, Ltd., offer:—

1949 Ford V.8 Pilot saloon, blue with blue leather upholstery, radio, etc., 4,000 miles; £1,195.

836/942, High Rd., N.12. Hillside 0024. [5364

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Ford V.8 coupe; £325.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3157

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot saloon, blue, hide, radio, heater, 4,000 miles.

1949 Ford Pilot saloon, blue, hide, radio, heater, 15,000 miles.

56, Park Lane, W.1 (Regent 4866), and 374, Ealing Rd., Alperton, Middx. (Perivale 3388). [5903

PERFORMANCE CARS.—See our advertisement under Sports Cars. [2183

FORD V.8 22, 1937, recond. eng., new batt. and 2 tyres; 245gns.—Pla. 9654 or Ken. 2429 evng. [6037

1949 Ford Pilot saloon.—Autowork, Ltd., Winchester. Tel. Winchester, 4834/3406. [5288

FORD V.8 bargain! 1938 81A 30hp saloon, new engine, £395.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725.

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, green/fawn leather, heater, radio, 5,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Ford Pilot saloon, black/brown leather, excellent condition.—Below.

GORDON CARS (LONDON), Ltd.—1937 Ford 30hp utility, ash body, new condition and exceptional throughout.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [5569

1948 (Aug.) Ford Pilot saloon de luxe, leather, radio, heater, 14,000 miles, immaculate condition; £995.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [5429

1950 (March) Ford Pilot, colour black, moderate mileage; £1,185.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [4442

1950 Ford Pilot saloon, radio and heater, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5509

7000 miles.—1950 (April) Ford Pilot saloon, black, brown leather.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5710

1937 Ford V.8 30hp saloon, very clean, nice runner, just reconditioned throughout; £195.—Turner, 99-115, Clarence Rd., Clapton. Amherst 2000. [5251

1949 Ford Pilot saloon, black, leather upholstery, radio, heater, 15,000 miles; £1,075.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [5526

1947 Ford V.8 saloon, l/hand drive, 40,000 miles, excellent condition; £1,100.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [5857

1949 (June) Ford Pilot, radio, heater, leather, 13,000 miles; £1,200.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4447

1938 Ford V.8 30hp saloon, new tyres, seats just fitted to act as bed, really exceptional car; £415.—Harry Nash Motors, Ltd., 348, King St., Hammersmith. Riverside 2837/8. [5956

FORD (V.8)

1949 American V.8 Ford saloon, radio, heater, overdrive, loose covers, etc., beautiful condition throughout.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557/6970. [5288

1937 Ford V.8 30hp saloon, reconditioned engine, reupholstered, new tyres, radio, etc.; £270 cash or terms arranged.—C. & S. Motors, Ltd., Duddon Hill Lane, Neasden. Gladstone 8605-6. [1764

£285 (reg. 1950).—Ford V.8 Mercury shooting brake, steering wheel gear change, good tyres, excellent body, absolute bargain, £10 tax, taxed year.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5069

£395 !!!—Ford V.8 30hp special drop head roadster model 68, a very nice example, excellent metallic red bodywork, fawn leather interior, good hood, exhilarating performance, will cruise all day at very high average speeds, yet definitely economical for a car of its size, several useful extras, Notek, mellowtones, etc.; offered with a written guarantee; also choice of three 91a saloons from £545; write for post free catalogue to:—

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and purchase; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. from Monday to Saturday. [5598

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s from 1937 onwards. Wembley 5903. [0668

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Ford Pilots.—173, Westbourne Grove, W.11. Bay. 4274. [5409

UTILITY—FORD OR OTHER BODIES

1948 Ford Utilecon, 10,000 miles.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 5268. [4490

£495—1947 Ford 10cwt metal-bodied utility, one owner only, just like new.—Below.

£575—Ford 8hp utility, 1950, brand new, never used, celluloised beautifully; 3 months' guarantee; hire purchase, exchanges.

LAMB'S of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5959

£350—1936 Ford 30hp V.8 utility, smart appearance.—Lawton-Goodman, 36, North Audley St., W.1. [5645

£250—91A V.8 Ford utility, £10 tax.—Potter & Richards, 56a, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6955. [5028

1950 (March) Ford 10 Utilecon, 11,000 miles, immaculate condition; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. [5456

265 gns.—Ford V.8 1937 (registered 1938) 30hp 8-seater utility, grained timber body, glass all round, removable rear seats, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5952

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0040

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

CHILTERN CARS.—See our display advertisement on page 47. [5549

1949 Ford Pilot saloon, leather, radio, one owner; £1,175.—Also

1948 Ford 10 Prefect saloon, leather upholstery, sprung steering wheel, Fram cleaner, replacement engine fitted; £795.—Also

1937 Ford V.8 30 Dagenham built 7-seater utility; £525.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5563

TANKARD & SMITH Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 300 used cars, all subject to three months' written guarantee. —198 King's Rd., S.W.3. Tel. Flax. 4801-3. [0578

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

WHAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0543

WE wish to purchase post-war Fords, all models.

BROWN & MALLALIEU, Ltd., General St., Blackpool. Tel. 22322. [5403

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2707. [0925

1950 Prefect or Anglia wtd. privately.—Adams, 685, Durham Rd., Gateshead/Tyne. Tel. 75552. [0483

BRITISH & COLONIAL MOTORS, Ltd., require good Fords, cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5498

APPROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [5267

Ford Spares and Service

NORMAND, Ltd.

FIRST-CLASS mechanics and highly efficient supervision produce the best results.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3565. [0231

FRANK G. GATES, Ltd., High Rd., Woodford Green. Te' Wanstead 2233. Main Ford dealers; service and all spares. [0095

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, and 20hp, always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6451), main Ford dealers, service and all spares. [0110

FOR Ford mudguards, running boards, 1933-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0583

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Stabilizer Products, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

FRAZER NASH-B.M.W.

BARTLETT.—Frazer Nash-B.M.W. types 327, 326 and 45 in stock; we are very interested buyers of all models.—27a, Pembridge Villas, W.11. [5393

FRAZER NASH-B.M.W. 1936 type 45 drop head coupe, 4-light 4-seater, hood, cellulose, upholstery excellent, mechanically sound; £285.—86, Montrose Ave., Welling, Kent. [5818

1937 type 34 (12.51hp) Frazer Nash-B.M.W. standard saloon, recently completely overhauled, recellulosed royal blue, nearly new Dunlops all round; price £450.—Frazer Nash Cars, London Rd., Isleworth. Hounslow 0011. [5776

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0523. [5398

FRAZER NASH-B.M.W. type 40 or 55 2-seater wanted, also type 170 V Mercedes 1939 saloon de luxe, or Lancia Aprilia for family use; all replies answered.—Box 1445. [5693

GRAHAM

1937 Graham Crusader, excellent condition throughout; £175.—15, Silver Lane, Purley, Surrey. Tel. Uplands 2564. [5903

HANSA

1938 Hansa 1700 sports saloon, exceptionally good condition; £450.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [5996

CASS'S MOTOR MART.—1938 Hansa 2000, reg. 1939, 18hp 4-door drop head saloon, speedo reading 22,000 miles; written guarantee.—5, Warren St., W.1. Euston 3523. [4216

HEALEY

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models. Catalogues and details on request.

1950 Healey Silverstone sports 2-seater, black, excellent throughout.

1949 Healey Elliot saloon, small mileage, immaculate.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [5805

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Healey Duncan drop head foursome coupe, genuine 14,000 miles; £1,595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [7669

1948 (June) Elliott 2-door saloon, blue with blue leather, £1,750.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [5854

ROSE & YOUNG, Ltd., offer:—1948 Healey competition 2-seater, very fast, ideal for competition work; £850.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5675

BARTLETT.—Healey, several B type standard saloons in stock, superb road holding and suspension, 30 mpg, 100 mph; also actual 110 mph Le Mans saloon available; prices from £1,350.—27a, Pembridge Villas, W.11. [5394

CHIPSTEAD MOTORS, Ltd.—197, Fulham Rd., Kensington, London, S.W.3.—Healey special streamlined 2-4-seater, fixed head coupe, cost £2,750 in January, 1949, one owner, 14,000 miles, terrific performance; bargain.—Flaxman 0052/7253/7154. [9780

LATE 1947 2-seater Healey roadster sports, metallic silver sheen, 8,000 miles, 100 mph available, guaranteed 27-29 m.p.g. at 60 m.p.h., loose covers, large instruments, sprung wheel, a very attractive car in excellent condition, list price £2,300; must be cheap at £965; trade enquiries welcomed.—John Jordon, Sandy, Beds. Tel. 64. [5979

TANKARD & SMITH, Ltd., offer: 1948 Healey fitted with most attractive sports 2-seater body in black with red leather, mechanically faultless, terrific performer, coachwork and all-weather equipment in very good condition; £975; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, King's Rd., S.W.3. Tel. Flaxman 4801-3. [5263

1950 Healey Silverstone de luxe, as new, Bugatti blue, just completely overhauled by makers, special coachwork with large luggage accommodation, special mohair hood, side curtains and tonneau cover, many extras including rev. counter, Windtone horns, dual wipers, detachable mud flaps, fire extinguisher, gear box cover, cigar lighter, approximately 8,200 miles, cost over £1,350; best offer over £1,200 accepted.—Tel. Freed, Primrose 4669 [5748

Healey Cars Wanted

HEALEY saloon wanted privately.—Adams, 685, Durham Rd., Gateshead/Tyne. Tel. 75532. [0425

HEALEY wanted, any type, immediate settlement.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [5562

HEALEY saloon, drop head or tourer, urgently required.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0523. [5399

HILLMAN 10

CAR MART, Ltd.

1950 Hillman Minx Phase IV drop head coupe, 6,000 miles; £1,125.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5656

BROWN'S for Hillmans.

1946 Hillman 10hp saloon de luxe, leather, immaculate condition; £685.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [4484

H. A. SAUNDERS, Ltd., offer:—

1948 Hillman Minx Phase II saloon, grey with blue leather and cloth upholstery, 7,000 miles; £845.

1949 Hillman Minx Phase III saloon, black with brown leather and cloth upholstery, 1,200 miles; £1,095.

1949 Hillman Minx Phase III saloon, black with fawn cloth upholstery, 10,000 miles; £995.

1950 Hillman Minx Phase IV saloon, blue with blue leather upholstery, 8,000 miles; £1,175.

836/842, High Rd., N.12. Hillside 0024. [5565

GLANFIELD LAWRENCE offer:—

1948 Hillman Minx Phase II saloon, black, loose covers, immaculate; £825.—407, High Rd., N.12. Finchley 0091. [4994

PHILIP RICKARDS, Ltd., offer:—

1950 Hillman Minx Ph. IV, black, l.h.d., 8,900 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [5306

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Mark IV estate car, grey, brown leather, 10,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6012

CHARLES RICKARDS, Ltd., offer:—

1950 (Mar.) Hillman Minx convertible coupe, one owner, finished black, mileage 9,000, a most attractive car in magnificent condition throughout; £1,150.

ALSO good selection of genuine low mileage cars offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [5193

S. G. SMITH (MOTORS), Ltd., offer:—

1937 Hillman Minx saloon, one owner from new, original condition, blue and black, speedo. reading 36,000, believe genuine; £350.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [4978

1946 Hillman Minx saloon, black, excellent order throughout; £625.—Haskins, Ladbroke 1155. [5377

1949 (November 1948) Hillman Phase III saloon, beige, in excellent condition throughout; £1,025.

1938 Hillman 10, green, in good order; £385.

WEMBLEY COURT MOTORS, High Rd., Wembley. Arnold 5221-2. [3917

1949 Hillman Minx saloon, 10,000 miles, as new; £985.

1948 Hillman Minx Phase II foursome drop head coupe, in immaculate condition; £775.

MAYFAIR CARRIAGE Co., Ltd., The Hyde Edgware Rd., N.W.9. Col. 8082. [5430

1948 Hillman Minx foursome drop head coupe, excellent condition; £925.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5565

GOLDERS GREEN; H. A. Saunders, Ltd.—1950 Phase IV saloon, black, 6,000 miles, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1950 model Hillman Minx Phase IV saloon, green, 10,000 miles, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5441

150gns.—1934 Hillman Minx saloon, new tyres.—Monahan Motors, 594, London Rd., Thornton Heath 5061. [2373

1949 Hillman Minx Mark III saloon, black, 10,000 miles, one owner, absolutely immaculate; £1,020.—Below.

1950 (March) Hillman Minx Mark IV saloon, taxed year, grey, red leather upholstery, 9,000 miles; £1,120.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2562. [5542

HILLMAN 10 1939, recellulosed recently, black, mechanically sound, clean interior; choice of two; written guarantee.

LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111 and 186, East Barnet Rd., New Barnet. Barnet 8044 and 2353. [1744

1946 Hillman Minx saloon, cream, reconditioned engine, all leather upholstery; car recommended; £675; also

1938 Hillman Minx saloon, black, sunshine roof, in splendid condition throughout; £415.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [3161

1949 Hillman Minx, green, low mileage.—Offers to Executors of J. A. Parsons, Palm Tree Cottage, Lyminge, Kent. [5479

1947 Hillman Minx coupe, condition as new, 16,805 miles.—Stevens, 68, Connaught Rd., Fleet, Hants. Tel. 42. [5812

1940 Hillman 10 de luxe saloon, immaculate, guaranteed; £425; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [4758

1939 Hillman 10 d/h coupe, 1949 condition; £465.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312 [5641

HILLMAN 10

1939 Hillman Minx drop head foursome coupe, guaranteed; £420; payments.—Oldfield, 4, Russell Gdns Mews, Kensington. Park 7780. [5764

1937 (Jan.) Minx 10hp 4-seater drop head coupe, reasonable mileage, splendid runner; £325.—348, King St., Hammersmith. Riverside 2857/8. [4727

1949 Hillman Phase III, colour beige, speedo mileage 6,000, condition as new; £975.—Perren, 101, Portland Crescent, Greenford, Middx. Waxlow 2178. [5691

1938 Hillman Minx de luxe saloon, two owners; taxed for year, excellent condition; £415.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [5611

£275.—1937 model Hillman Minx saloon, black, red hide, clean condition, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6004

SPECIAL pre-budget Whitsun offer:—1947 Minx de luxe saloon, grey, really excellent throughout; £685.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5740

1949 Phase 3 Hillman Minx saloon, genuine mileage 11,000, spare unused; £995.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [5751

1946 Hillman Minx sun roof saloon, black, brown leather, nominal mileage, excellent order; £550.—Turner, 99-115, Clarence Rd., Clapton E.5. Amherst 2000. [3250

7000 miles.—1950 (March) Hillman Mark IV saloon, black, lefthand drive.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5712

£255.—1936 Hillman Minx 4-door saloon, good condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [4466

1948 (Sept.) Minx drop head coupe, grey, unrepeatable at £850.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4449

1950 Hillman Minx Phase IV saloon, pastel green, leather upholstery, 5,000 miles, spare unused, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [5384

£395.—1938/9 Hillman Minx 4-door saloon de luxe, excellent condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [4463

£1095.—Phase IV Minx 1950, beautiful specimen, very small mileage, grey with red leather, heater, etc., also two Phase IIIs and six Phase II saloons and coupes, write for post free catalogue, to

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and purchase; hire purchase, part-exchange, free delivery; showrooms open till 8 p.m. from Monday to Saturday. [5590

TANKARD & SMITH, Ltd., offer 1939 Hillman Minx 10hp saloon de luxe, finished in black, with red leather upholstery, very clean throughout; £425; 3 months' written guarantee.—97, Peckham Rd., S.E.15. Rodney 2051. [9618

1935 Aero Minx d.h.c., mechanically and electrically perfect, completely overhauled, resprayed, 7 tyres, no retreads; £275.—Week-ends, Livingstone 3683; week-days, Felix, Taplow Court, Taplow, Maidenhead. [6043

395gns.—Hillman Minx, 1939, de luxe 4-door saloon, black, sliding head, brown leather, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5927

1949 Hillman Minx Phase III, black, recorded mileage 10,000, £995; another with heater and radio, black, leather upholstery, recorded mileage 8,000, £1,050.—Halls (Finchley), Ltd., Arcadia Ave., Finchley, N.3. Finchley 5908-9 [5991

1939 Hillman Minx drop head 4-seater coupe, black and chromium, brown leather, new grey folding hood, two owners only, immaculate and outstanding car; written guarantee; terms, exchanges.—H. P. Edwards, 28, Upper High St., Epsom. 9400. [5886

ROSE & YOUNG, Ltd., offer:—1948 Hillman Minx Phase II d/h coupe, very low mileage, immaculate condition, several extras fitted, grey with blue leather; £845.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5676

1950 (February) Hillman Minx Phase III drop head foursome coupe, 9,000 miles only, one private owner, finished in attractive green with red leather upholstery throughout; the whole car in really exceptional condition; open to expert examination; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5957

1948 (Sept.) Hillman Minx drop head coupe, one owner, genuine 10,300 miles, coachwork finished grey, appearance irreproachable, careful ownership evident throughout, performance beyond criticism; 795gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [4529

NAYLOR & ROOT, Ltd.—1947 Hillman Minx sunroof saloon, smoke grey, blue upholstery, exceptional condition throughout, very economical; £765.—3 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5877

HILLMAN 16

1934 Hillman 16hp saloon, exceptional condition; £115.—Lynch Garage (opposite G.P.O.), Uxbridge, Middx. Tel. 122. [5686

HILLMAN 21

1937 Hillman 20hp saloon, excellent condition, absolute bargain; £250.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [4714

A & S Limousine Deluxe 1938/21hp, partition, widest occasionals, meticulously maintained, private, certified mechanically, also 1935/£425.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [5663

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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R
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ROWLAND SMITH'S, the H'llman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

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DISTRIBUTORS.
REQUIRE modern low-mileage Hillman cars.
BIRMINGHAM.—Low Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

I NEED post-war Hillman immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0739

ALMOST new Hillman required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486. [0858

URGENTLY required, good pre-war Hillman.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [5699

1950 Hillman Phase IV wtd. privately.—Adams, 685, Durham Rd., Gateshead/Tyne. Tel. 75532. [0482

CASH buyers of low mileage Hillman Minxes, distance no object.—Hatton's, Lord St., Southport. Tel. 2268. [0792

ALSONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0459

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 160, 164, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0068

RAYMOND WAY, the hire-purchase specialists, are still buying Hillmans, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0662

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552

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ROBERT CHIDLEY, Ltd. (Main Dealers), 658, High Rd., Tottenham, N.17. Tel. Tottenham 2920. Factory recon. engines, axles and gear boxes; all spares for Hillman from 1936 onwards, specialists tools, workshop breakdown service and information available. [0188

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FIRST-CLASS mechanics and highly efficient supervision produce the best results.
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HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-91, Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0367

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HISPANO spares and all repairs.—O. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [8017

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,
SOLE concessionaires.
1939 Hotchkiss 3½-litre Paris-Nice drop head, one owner.
SALES and service.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [5187

1939 Hotchkiss 10hp 2-seater drop head coupe, metallic silver with red leather upholstery, in immaculate condition; £675.
HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [5226

Hotchkiss Cars Wanted

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1042

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642 (5 lines). [0515

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HAROLD RADFORD & Co., Ltd.,
SOLE distributors for London and Home Counties offer:—
NEW and unused H.R.G. cars available for immediate delivery.
1947 (Sept.) H.R.G. 1500 sports 2-seater, 16,000 miles special body by Mayfair.
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CHARLES FOLLETT, Ltd., have a large stock of spares.
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SPARE parts.
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0594

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CASS'S MOTOR MART.—1941 H.S.M. Triumph sports 2-seater, fitted 2-litre 8-cyl. super sports engine, large quantity of spares.—5, Warren St., W.1. Euston 4110. [5643

HUDSON

1940 Hudson 22 saloon, steering gear change, good condition bargain; £395 or nearest.—Tel. Derby 3966. [5817

1936 Hudson 22 drop head coupe, guaranteed, £245, payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [5762

1938 Hudson 22hp saloon, exceptionally fine condition throughout; £450, or terms.—Robin Wood Motor Works, Crystal Palace, S.E.19. Sydenham 6500. [4404

£495.—1937-8 series Hudson 22hp drop head coupe, occasional 4-5-seater, spotless condition, recently overhauled costing £150, really beautiful specimen; 3 months' guarantee, hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5958

1939 Hudson Straight 8 29hp sports d.h. coupe, English body by Coachcraft, in excellent condition inside and out, £200 Burtonwood overhaul last year; terrific performance, good tyres.—Raven Garage, Castle St., Shrewsbury. Tel. 4615. [5815

Hudson Cars Wanted

URGENTLY required, good pre-war Hudson 17.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [5901

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Hudson from 1937 onwards. Wembley 3903. [0961

HUDSON 1939/40 17hp saloon urgently wanted for special client.—Dicks Car Sales, Ltd., 388-401, High Rd., Kilburn. Maida Vale 6888-9. [8489

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines, spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams Spikins, Twickenham. [0568

HUMBER

CAR MART, Ltd.
1949 Humber Hawk saloon, 5,000 miles; £1,675.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5657

TRISTRAMS, Ltd.
HUMBER Pullman enclosed limousine 1949 series (registered late 1948), Thrupp & Maberly coachwork with face-forward occasional seats, radio and greater equipment, mileage 16,000, one owner; synchromatic gear box, steering column gear control, built-in lamps, alligator-type bonnet, finished all black, front seats leather, rear compartment cloth upholstery; offered at pre-Budget valuation; £1,750.—Tristrams, Ltd., Chester. Tel. 25262. [5593

BOON & PORTER, Ltd.
1947 Humber Super Snipe, metallic grey, leather upholstery, 10,000 miles; £1,450.
CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [5420

STARNES MOTORS offer:—
£495.—Humber 18hp Imperial saloon, in really fine order throughout, black with red leather upholstery; although a 1936 car it has been so carefully driven and well kept that it is better in appearance and mechanically than very many post-war cars; recommended.
STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. Gla. 2480. [5410

H. A. SAUNDERS, Ltd., offer:—
1950 Humber Hawk saloon, green with brown leather upholstery, 6,000 miles; £1,675.
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BROOKLANDS for individuality.
1950 Humber Super Snipe saloon, black, speedometer reading 4,000.
BUY or sell your car at
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WARWICK WRIGHT, Ltd., offer:—
1950 Humber Super Snipe 27hp saloon, pastel green buff leather, 8,000 miles.
1949 (Dec.) Humber Hawk 14hp saloon, black, brown leather 10,000 miles.
1948 Humber Hawk 14hp saloon, black, brown leather, 12,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6008

GUY SALMON AUTOMOBILES, Ltd., offer:—
1950 (May) Humber Super Snipe, 9,000 miles.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5971

ACE SERVICE & STATION (LONDON), Ltd., offer:—
HUMBER Super Snipe saloon, 1948, black, brown leather and cloth, 8,000 miles, one fastidious titled owner, the whole car as new; £1,265.
NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar. 5585 (5 lines). [5651

1946 Humber Hawk 14hp saloon, heater; £850.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [5566

C. A. PETO, Ltd.—1949 Humber Super Snipe, black; £1,695.—42, North Audley St., W.1. Mayfair 8051. [5557

HUMBER

1950 Humber Hawk saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4434/3406. [5239

1950 Humber Hawk saloon, green, with brown leather, low mileage, very carefully used; £1,675.
H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [5417

1950 Humber Hawk, 10,000 miles, perfect condition; £1,625 or near offer.—Tel. Davis, Uplands 8666. [6027

GOLDERS GREEN; H. A Saunders, Ltd.—1950 Humber Hawk saloon, green/brown hide, 12,000 miles, guaranteed.—Below.
H. A. SAUNDERS, Ltd.—1948 Humber Hawk saloon, grey, guaranteed.—144, Golders Green Rd. (Spe. 0011). Open 9 a.m.-9 p.m. [5442

1949 Humber Super Snipe, metallic grey, fitted radio, etc., one owner, 8,000 miles; £1,625.—Haskins, Ladbroke 1155. [5576

1938 27hp Humber Snipe Imperial drop head coupe, good condition, modern appearance, price £675.—Tel. Datchet 131. [5102

1949 Humber Super Snipe, green, beige leather, radio, heater, one owner, loose covers since new.—Odeon Motors, Ltd., Barnet 4100. [1759

1948 Humber Hawk, finished in grey, in 100% condition, 14,000 miles, one owner; £1,150.—R. F. Puggle, Bushey Heath. Tel. 1605. [5803

1934 Humber Pullman limousine, chauffeur driven, one owner, laid up since 1939, perfect condition, ideal hire car; offers over £500.—Box 1402. [5109

1948 Humber Super Snipe, low mileage, gunmetal, loose covers; trade enquiries welcomed.—H. C. Paul Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. [5611

1948 Humber Super Snipe, black/grey cloth, 16,000 miles, perfect f.f. drive; £900.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1282. [4976

595 gns.—1940 Humber 16.9hp 4-door sun saloon, superbly equipped, one owner, immaculate condition, £210 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 5211. [9916

HUMBER Super Snipe, Dec., 1945, black, brown leather upholstery, fitted radio, Cromard liners, in immaculate condition better than new, 30,000 miles, carefully maintained; offers.—Tel. Temple Bar 9968. [5181

850 gns.—Humber Snipe, July 1946, 18hp de luxe 4-door saloon, gunmetal, grey leather with tailored loose covers, Radiomobile, carefully used, exceptional condition; taxed; terms, exchanges.—Rowland Smith, below:—

645 gns.—Humber Pullman, 1937, 27hp 7-seater enclosed limousine, black, front leather, rear cloth, winding partition, face-forward occasionals, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5932

SPECIAL pre-budget Whitsun offer: 1956 Humber 12 4-door de luxe saloon, complete with trailer and fittings, whole outfit in good condition; £350, or would sell separately.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5727

1948 Humber Super Snipe saloon, silver grey, fitted H.M.V. radio and a complete set of Lifeguard tyres and tubes, immaculate throughout; written guarantee; £1,175.—S. Morris & Co., 29-31, Edgware Rd., London W.2. Tel. Paddington 3075-6. [4580

1938 Humber 16.9hp saloon, bronze with beige leather upholstery, this car has been in one family since new, and is in remarkable condition, exceeding low mileage written guarantee; £650.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Paddington 3075-6. [4561

TANKARD & SMITH, Ltd., offer 1938 Humber Super Snipe in black with beige leather, coachwork and interior in beautiful condition, mechanically absolute sound, would make ideal hire car; £475; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4601-5. [5264

£725.—What a beautiful motor car! Humber Imperial with razor-edged special sports saloon bodywork, immaculately finished inside with walnut facia and fittings, elegant luxurious leather upholstery fitted heater and radio; this car is magnificent and no one would believe it to be a pre-war model, easily mistaken for post-war example costing £1,800; 3 months' guarantee, hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5964

A & S Limousines 1949 (Phase-II) partition, widest occasionals, black, small mileage, £1,785, delightful condition. Seen:—
A. LEE & SAUNDERS (100 Limousines; Lists posted) Providence Court, Grosvenor Square, Mayfair 2941. [5354

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ROOTES, Ltd.,
DISTRIBUTORS.
REQUIRE modern low-mileage Humber cars
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MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

R
ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Humber immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). [0750

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Humber Cars Wanted

CASH buyers of low mileage Humber Hawks, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5495

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46581. [0553

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NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber spares, sales and service.—78-79, Pentonville Rd., N.1. Terminus 1001-7.

DE NORMANVILLE gearboxes.—H. & A. Engineering 35, Grant Rd., Addiscombe 2951. [0760

THE Humber Specialists for all spares.—Ring Uplands 3637 See advt. under Parts & Accessories.

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SELECTION of all models at attractive prices.

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FINCHLEY (Finchley 0081).

GREAT WEST Rd. (Ealing 5477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0027

CAR MART, Ltd.

1950 Jaguar 2½-litre Mark V saloon, 7,000 miles; £2,250.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5658

TOM GARNER, Ltd., offer

1950 Jaguar 3½-litre Mark V saloon, black with brown leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5208

DICKS CAR SALES offer:—

1938 S.S. 100 3½-litre 2-seater, highly tuned, enthusiast's car; £525.—Below.

1937 S.S. 100 2½-litre 2-seater, very fast, special body; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6868-9. [2814

PHILIP RICKARDS, Ltd., offer:—

1950 Jaguar Mk V 3½-litre, grey, 8,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [5305

HAROLD RADFORD & Co., Ltd.

1939 (July) 1½-litre Jaguar drop head coupe, replacement engine, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642. (5 lines). [3525

SWANMORE CAR SALES, Boscombe.

1950 Jaguar 3½-litre Mark V saloon, black, low mileage.

1950 Jaguar 2½-litre Mark V saloon, grey, nominal mileage.

1950 Jaguar 2½-litre Mark V saloon, black, low mileage.

1948 Jaguar 2½-litre saloon, silver, low mileage.

1947 Jaguar 3½-litre saloon, black, low mileage.

EXCHANGES and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [5252

WARWICK WRIGHT, Ltd., offer:—

1949 Jaguar 2½-litre saloon, dove grey, suede green leather, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3255

WADDINGTON MOTORS, Ltd., offer:—

1937 1½-litre Jaguar saloon, taxed year, many extras, this car must be seen; £525.—Fortune Green Rd., N.W.6. Ham. 2211. [3522

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1939 Jaguar 1½-litre drop head foursome coupe, black, maroon hide upholstery, coachwork, mechanical condition and tyres excellent, extras; £650.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [5522

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Jaguar 3½-litre saloon, metallic grey, red leather, H.M.V. radio; £1,550.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [2248

JAGUAR

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Jaguar Mark V 3½-litre saloon, black with brown leather, 12,000 miles; £2,200.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3160

CHILTERN CARS.—See our display advertisement on page 47. [5550

BRUTONS, Ltd.—Jaguar 1½-litre 1938 (late) saloon, black, immaculate; £595.—Below.

JAGUAR 1946 3½-litre saloon, metallic bronze, demister, heater, air conditioner, immaculate; £1,075.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [5921

1940 3½-litre Jaguar, excellent condition throughout, new tyres all round; £650.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [5234

1950 Series Jaguar 2½-litre 4-door saloon, radio, heater and other extras, 5,000 miles.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [3798

1949 Jaguar 3½-litre saloon, black, red leather, 2,000 miles.—Tel. Medstead 2239. [5808

1950 (April) Jaguar 2½-litre Mark V saloon, spotless throughout, very small mileage, heater.

WADCOL MOTORS, 190-6, West End Lane, N.W.6. Hampstead 1177. [5139

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3346.

1938 Jaguar 2½-litre sports sun saloon, colour black and cream, superb condition; 499gns.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [5615

1950 Jaguar Mk V 3½ saloon, black, brown upholstery, 7,000 miles; £2,250.—Read, 116, Westhill Rd., Torquay. [5276

JUNE, 1939, 1½-litre Jaguar saloon for sale.—The Mollart Eng. Co., Ltd., Kingston By-pass, Surbiton, Surrey. Elmbridge 3352. [4251

R. F. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4819-21. [0700

1937 (late) S.S. 1½-litre Jaguar saloon, black, radio, good condition; £350.—Davies, 26, Friary Rd., Peckham, S.E.15. [5470

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1938 Jaguar 3½-litre drop head coupe, new hood, recellulosed, excellent mechanical condition; £550. [5608

GORDON CARS (LONDON), Ltd.—1948 Jaguar 3½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [5570

JAGUAR 3½-litre Mark V saloon, 1949 (Nov.), black/red hide, radio, heater, 12,000 miles only; £1,995.—Davy, Western 1225. [5917

ARCHIE SIMONS & Co., Ltd.—1939 Jaguar 1½-litre saloon, colour black, excellent condition, taxed year; £595.—94, Ct. Portland St., W.1. Lan. 1543. [5681

1950 Jaguar 3½-litre Mark V saloon, just out of Covenant, 6,000 miles, absolute new condition, radio, etc., etc.; best offer over £2,000.—Tel. Mitcham 1551. [5171

1938 beautiful Jaguar drop head coupe 3½-litre, indistinguishable from 1948 model, 3 months guarantee; £715.—Pantiles Service Garage, London Rd., Guildford 5326. [5389

1947 3½-litre Jaguar saloon, speedo reading 22,000, Radiomobile, condition excellent; £1,095.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [5344

1946 Jaguar 2½-litre saloon, beautifully kept, excellent tyres, loose covers, wheel discs, etc.; £950.—Garage Service Co., Hook Lane, Golders Green, N.W.11. Speedwell 3408. [5998

TANKARD & SMITH, Ltd., offer 1937 Jaguar 2½-litre sports saloon, finished in black with brown leather upholstery, in good all round condition; £325.—97, Peckham Rd., S.E.15. [5340

1948 Jaguar 3½-litre S.E. saloon, export model, black, red interior, one owner, 18,000 miles, without blemish; £1,495.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [5343

1947 1½-litre Jaguar, special equipment, black with red leather upholstery, low mileage, magnificent condition; £1,095.—Halls (Finchley), Ltd., Arcadia Ave., Finchley, N.3. Finchley 5908-9. [5969

1947 (May) Jaguar 1½-litre saloon, moderate mileage, grey/grey leather, fitted radio and heater, taxed, in showroom condition, any trial or inspection; £1,050.—Royston Motor Co., Ltd. Tel. 2148. [5256

1947 Jaguar 3½-litre saloon, suede green with green leather upholstery, one owner, nominal mileage, overhauled, guaranteed.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Paddington 3075-6. [6691

ROGE & YOUNG, Ltd., offer 1949 Jaguar Mark V saloon, immaculate condition, small mileage, black with pigskin upholstery; £1,865.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 5464. [3009

1949 (March) Jaguar 3½-litre saloon, lavender grey, suede green leather, 16,000 miles, Ace discs, superb condition throughout; £1,500; would consider M.G., Triumph Roadster, similar, part exchange.—St. Hollands 3900. [6031

JAGUAR 1½-litre saloon, 1939 model, silver-grey, immaculate condition throughout, indistinguishable from new, new engine by Henleys; £620 or near.—Capt. Hall-Baker, 3, The Elms, Belmont Hill, Lewisham, S.E.13. Lee 4944. [5480

FOR sale, 3½-litre drop head coupe Jaguar, colour fawn, November, 1948, in superb condition throughout, fitted wireless, heater, discs; nearest £1,450 secures; apply.—Palmer, "Strathnaver," Lavernock Rd., Penarth, Glam. [5416

JAGUAR

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, black, brown leather, original finish, runs well, special opportunity; £485.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp drop head coupe, 1939, one of the most popular models of the pre-war Jaguar range, attractive lines, sound mechanical order; £525.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, finished in Jaguar grey with red leather, fitted discs and radio; £535.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, genuine one owner car since new, serviced solely by Jaguar distributors every 2,000 miles, outstanding condition; £595.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1940, prototype of 1947 model, narrow chromed waistline, identical fitting and features, original makers' finish, excellent performance; £645.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1940, similar model to above, brand new engine fitted this year, only 3,000 miles run since, fitted radio, twin Mellowtones, and other extras, a very fine car; £695.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1946, beautifully finished in metallic grey with red leather, one owner only since new, superb mechanical order; £895.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1947, sparkling black finish, definitely one of the finest post-war Jaguars we have handled, moderate mileage; £995.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1948, very popular four-door model with sunroof, engine completely reconditioned, bored and sleeved, new crankshaft, etc., terrific performance, several useful extras; £895.

CAMDEN MOTORS.—Jaguar 2½-litre foursome drop head coupe, 1939, black with beige leather, sound mechanical order; £495.

CAMDEN MOTORS.—Jaguar 2½-litre foursome drop head coupe, 1939, similar model to above, smaller mileage and in superior all round condition, fitted brand new hood, discs, etc.; £575.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1939, in metallic grey with grey leather, original condition throughout except for major engine overhaul six months ago, and new tyres, excellent mechanical order; £595.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1946, fitted R.M.V. pushbutton Radiomobile, built in air conditioning, demisting, special Lucas equipment, beautiful condition, small mileage; £1,225.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1938, fitted works reconditioned engine May 1950, mileage just under 10,000 since, magnificent performance; £525.

CAMDEN MOTORS.—Jaguar 3½-litre foursome drop head coupe, 1939, black, blue leather, dark grey mohair hood (brand new), fitted discs, twin passlights, Mellowtones, windscreen heaters, etc., excellent order; £595.

CAMDEN MOTORS.—Jaguar 3-litre sports saloon, 1935, in very good all round condition, original black and chrome finish, brakes, steering and back axle just overhauled, 5 new tyres fitted; £595.

CAMDEN MOTORS.—Jaguar 3-litre sports saloon, 1947, a very outstanding example, one very careful owner, serviced and maintained solely by Jaguar distributors, nominal mileage; £1,095.

CAMDEN MOTORS.—Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post free catalogue; nearly 400 cars ready for inspection and purchase, hire purchase facilities; part exchanges, free delivery to any part of the United Kingdom; purchasers' fares refunded from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [5598

JAGUAR Mark V, 1949, 8,200 miles, showroom condition, battleship grey, red hide interior, radio and heater, etc., any trial, fully guaranteed, as new; £2,150.—Wilnecote Service Station, Watling St., nr. Tamworth. Tel. 481. [5219

1946 3½-litre Jaguar 4-door de luxe saloon, special fittings, P hundred head lamps, demister and heater, Ace discs, etc.; bargain, £1,075; terms, exchanges.—Moreton Garage, 61, Albert Embankment, S.E.11. Reliance 4016. [6819

295gns.—Jaguar 1936 2½-litre 4-door saloon, black, sliding head, green leather, good tyres, excellent condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5598

£525.—Jaguar 3½-litre 1939 4-door saloon, interior almost unused, superb condition throughout; many others.—Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6. (50 yds. Holland Park Tube.) [5175

1950 (March) Jaguar Mark V 3½-litre saloon, suede green with green leather, luxuriously equipped, heater, radio, loose covers, unmarked, superbly maintained, written guarantee; terms, exchanges.—H. F. Edwards, 154, Ct. Titchfield St., W.1. Langham 0012. [5689

1940 Jaguar 1½-litre Sportsman's saloon, sunshine roof, beautifully refinished in black and chrome, fitted almost new engine; this car is at present in the workshops for complete engine overhaul including rebore, new pistons, reground crankshaft and all new bearings, including big end and main, the bodywork is also being reconditioned and is in every detail equal to a post-war car, the interior is upholstered in dark grey leather and is fitted new Wilton carpets, all polished walnut door fillets and dash panel, this car is fitted with special Lucas P80 head lamps, twin chrome pass lamps and twin chrome Lucas Altettes, this is the ideal car for the enthusiast wishing to purchase a pre-war car in post-war condition, taxed for the year, tyres excellent, terms and exchanges; £650.—Maidstone Eng. Co., Cross St., Pendleton, Salford, Manchester. Tel. Pen. 5457. [5435

Jaguar Cars Wanted

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0243

CASH immediately for good Jaguar.—H. F. Edwards, 154, Ct. Titchfield St., W.1. Langham 0012. [5895

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Jaguar Cars Wanted

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gullliver 4141).

MANCHESTER.—1-5, Peter St. (Blackfriars 7843.)

HENLYS Ltd., England's Leading Motor Agents.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. —Telephone Palmers Green 1205/7173. [3727

WEMBLEY COURT MOTORS, Jaguar main dealers, urgently require used Jaguar cars for cash.

WEMBLEY COURT MOTORS, High Rd., Wembley. Arnold 3221-2. [3261

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattons, Lord St., Southport. Tel. 2266.

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5497

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar from 1937 onwards. Wembley 3903. [0962

ALL models Jaguar from 1936 urgently required.—Beardmore Service, Ltd., 26, Queensway, W.2. Bayswater 0136. [2101

1946/8 Jaguar saloon urgently required, in good condition.—J. R. Inwards, Ltd., main dealers for West Middlesex. High St., Ruislip 5033-4-5.

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [5481

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 5477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 1205/7173. [3729

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacements units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares. —321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-8. [0719

JEEP

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 6345. [0619

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps' detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

JEEPS, 4 by 4 standard Army type, khaki, original, as new; leaflets sent on request.—Grant Motors, 122, The Avenue, London, N.W.6. Tel. Willesden 0119. [2798

JEEP for sale, 1949 first registered, negligible mileage since completely reconditioned, utility body; best offer around £250 secures.—Gammon, Fruit Farm, Bramley, Surrey. Tel 2219. [5180

METAMETS 12 Jeep conversions retain all advantages of Jeeps, yet offer comfort of luxury sports car; 6 months' guarantee, over 30 m.p.g., optional commercial registration.—100b, Belsize Lane, N.W.3. [0557

AUTOWORK (WINCHESTER), Ltd.—Principal Jeep specialists, large stock, many reconditioned; long chassis, utilities; trailers; spares, exchange units.—Station Hill, Winchester. Tel. Winchester 4834/3406. [5297

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange plan, engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—351-355, High Rd., Chiswick, London, W.4. Chiswick 1919. [0055

225 gns.—Jeep utility (Willys), registered July 1946, fitted 4-door 6-seater timber body, glass all round, drop tailboard, removable rear bench seat, spare wheel, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5925

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter,, small or large quantities.—Wick Autos (see under Jeeps). [0366

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 6251.—100d, Belsize Lane, N.W.3. [0539

Jeep Spares and Service

AUTOWORK (WINCHESTER), Ltd., principal Jeep stockists, all spares and exchange units; Jeeps and trailers.—Station Hill, Winchester. Tel. Winchester 4834/3406. [5299

JOWETT

CAR MART, Ltd.

1949 Jowett Javelin saloon, 9,000 miles; £1,150.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434.

JAVELIN, May, 1950, de luxe, 5,000 miles; £1,300.—Brigadier Merrett, Leigh, Cricklade. [5485

1949 Javelin saloon, one owner, black with beige leather low mileage, guaranteed; £1,175.—Below.

JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [2412

MARRIOTT'S GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war). Service. Tel. 1585. [0575

1949 Jowett Javelin de luxe, turquoise blue, leather upholstery, fitted radio, mileage 6,200, a perfect motor car; £1,175.—Buntings, Jowett Agency, Harrow 1804. [4700

1950 Jowett Javelin de luxe saloon, gunmetal grey with red leather upholstery, walnut finished interior trim, recorded mileage 13,000, fitted radio and heater.—Below.

1949 Jowett Javelin de luxe saloon, beige, brown leather upholstery, recorded mileage 16,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5770

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 405a, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0502

1949 Jowett Javelin saloon de luxe, blue beige leather uphl., htr., immaculate condi., specialists' maintained, low mileage, £1,065; terms; also 1950 model available.—Godfreys, Ltd., Jowett Specialists. Cro. 5641. [4525

CLARKE'S OF FIRBRIGHT, Jowett distributors, selection of Javelins and Bradfords always in stock; overhauled in excellent condition; stock now includes two 1950 de luxe saloons, Standard saloons and one 1949 saloon.—Pirbright (near Woking), Surrey. Brookwood 2201/2. [0522

Jowett Cars Wanted

HMBENTLEY & PARTNERS, Ltd.,

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [0757

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

COLLIVER-FISHER, Ltd., will always buy a Javelin. —Northwood, Middx. Tel. 777 (4 lines). [0500

ALMOST new Jowett required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4468. [0652

PRIVATE buyer requires a low-mileage Javelin, details to—Linga Longa Cafe, Weyhill Rd., Andover (Tel. 2557), Hants. [5105

LOW-MILEAGE Jowett Javelin saloon de luxe.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6462 (5 lines). [7308

RAYMOND WAY, the hire-purchase specialists, are still buying Jowetts and have unlimited cash available.—Canterbury Rd Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0863

Jowett Spares and Service

NEWNHAMS, Ltd.

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646.

JOWETT-BRADFORD.—For quick repairs or any spares try Buntings's Jowett Agency, Harrow 1908.

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629, 508, Erith Rd., Belvedere, Kent. [0571

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 5641. [0463

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [0879

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 20 years' Jowett experience, spares and service. [0759

KAISER FRAZER

£1575!!—America's newest production; Nov., 1948, Kaiser Frazer special series de luxe four-door saloon, equipped with every latest refinement, including magnificent built-in radio, controlled heating and air-conditioning to back and front passengers, screen demisters, push-button doors, automatic overdrive, beautiful streamlined coachwork seating six people in comfort with ample luggage accommodation, mileage recorded 29,000 and all tyres are almost new, original tools still in wrappers; a chance to acquire one of the finest looking of the American products at an unrepeatable price; taxed to end of year.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After six, Tulse Hill 4795. [4552

LAGONDA

WIMBUSH for Lagondas.

1950 (April) Lagonda 2½-litre saloon, metallic grey with blue upholstery, extras include latest R.M.V. radio, 7,000 miles; £3,250; also

1939 Lagonda V12 short chassis foursome drop head coupe, black, £10 tax, low mileage since complete rebuild, capable of 115 mph; £1,450.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Frementle 6401/2. [4536

BROOKLANDS for individuality.

LAGONDA distributors; latest models for demonstration, catalogues on request.

1939 series Lagonda V.12 saloon, burgundy, exceptional throughout.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 3351-6. [5801

HAROLD RADFORD & Co., Ltd.,

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0284

CHARLES FOLLETT, Ltd., offer:—

1938 Lagonda 12 cylinder medium chassis saloon, gunmetal, green leather, 34,000 miles only, complete overhaul by makers recently, outstanding example; £1,450.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [5663

SWANMORE CAR SALES, Boscombe.

1937 Lagonda 4½ four seater drop head coupe, ivory coachwork.

1935 Lagonda 3½ saloon.

1934 Lagonda 4½ saloon.

ALL three of these are exceptionally fine, well maintained cars.

EXCHANGES & terms.—Swanmore Car Sales, 1176-1180 Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [5254

CHILTERN CARS.—See our display advertisement on page 47. [5551

PERFORMANCE CARS.—See our advertisement under Sports Cars. [2186

1937 Lagonda drop head coupe, immaculate; £1,000.—Stadium Autos, 178, New Barn St., E.13. Albert 5366. [5980

WALTER SCOTT, Ltd.—Lagonda 3-litre sports saloon, black, exceptionally good condition; £250; exchanges, terms.—59, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Fri. 5914. [4149

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), offer a good selection of used Lagondas including 12-cyl. saloon and L.G.6 medium wheelbase saloon.

273, London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. [0887

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Lagonda open sports 4-seater 4½, immaculate condition, new hood, side curtains, le-e-controls, etc., racing green.—Flaxman 9052-7253-7154. [5552

LAGONDA 1938 V.12 sports saloon, in magnificent condition, original throughout, 11ft chassis, black and green leather, P.100 headlamps, fitted hydraulic jacks, sun roof, nominal mileage, beautifully maintained, £1,325.—Columbia Motors, 61, Poole Hill, Bournemouth. Bournemouth 3524. [5717

445 gns.—Lagonda Rapide 1935 (reg. 1936) 4½-litre pillarless 4-door sports saloon, black, sliding head, brown leather, unworn Dunlop tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5950

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WANTED, 2-litre or 16-80 tourer; full details and price please.—Jones Garage, Syston, Leics. [5625

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0908

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. 3457/8, or (private) Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

BROWN'S for Lanchesters.

1939 Lanchester 11 sports saloon de luxe, immaculate condition; £575.

1937 Lanchester 14 sports saloon de luxe, immaculate condition, £495.—Brown's Garage, Loughton (Essex), 4119 (Tube). [5511

1939 Lanchester 11hp saloon, unusually sound mechanical condition, £465.—Below.

1936 Lanchester 11hp saloon, blue and black, remarkable condition for year; £350.—Below.

1936 Lanchester 11hp 2-door down-swept sports saloon, very sound throughout, attractive model; £285; all with written guarantee.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [5966

165 gns.—Lanchester 18 sports saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [5756

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0845

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCHESTER

1938 Lanchester 14 4-door saloon, reconditioned by makers, as new; £850.—106, Cricklewood Lane, N.W.2. Tel. Gladstone 4201. [5154

£295.—Lanchester 12hp 1935 4-door de luxe saloon, in very good condition.—6, Clarklands Ave., Romford, Essex. Tel. 758. [5475

BRUTONS, Ltd.—Lanchester 10 1933 saloon, black, taxed year, insured; £185.—13-14, Ostem Mews, Emperor's Gate, S.W.7. Western 1242. [5920

LANCHESTER de luxe 14hp 1939, synchromesh, outstanding car, carefully used, moderate mileage, bargain; £650.—Owner, 72, Hartsdown Rd., Margate. [5427

SEPTEMBER, 1936, Lanchester saloon, blue with blue leather upholstery, original condition; £395; terms or exchanges.—G. S. Hall, 309, King St., W.6. Riverside 2881. [5379

1936 Lanchester 10 saloon, cream and blue, recently completely overhauled and recellulosed, very well kept car; £350.—Apply Ironbridge Service Depot, Southall, Middx. Southall 2355. [4709

Lanchester Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3454. [0965

ROWLAND SMITH'S for Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Lanchester 10s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred; traders also please note.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4106

STRATSTONE, Ltd., wish to purchase Lanchester cars in good condition; prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4404.) [9285

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0146

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0669

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3.

LANCIA

1939 Lancia Aprilia saloon, immaculate condition, many extras.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [5871

£125.—Lancia Lambda 7th series, short chassis coupé, Weyman saloon, mechanically sound, good battery and tyres, taxed.—Oliver, 129, Queen's Rd., Richmond, Surrey. [5846

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia, only first-class examples are offered; full details of current stock on request; exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [5405

LANCIA Augusta saloon, 1935 (12hp), fine example of this high grade car with really fine performance, P.100 head lamps, r.f. tyres, taxed; £335.—S. S. Clevedon Mansions, Highgate Rd., N.W.5. Gul. 2186. [6040

WALTER SCOTT, Ltd.—Lancia Lambda 8th Series Weymann saloon, black, red leather, exceptional in every way; £525; exchange, terms.—59, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [4147

£595.—Lancia Aprilia 1939 4-door saloon, good bodywork, tyres, etc.; many other cars.—Belmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [5133

LAMBDA 7th series tourer, work done last year, engine and rad. overhaul, new battery, hood and tonneau, rebuilt wheels, new tyres, tubes, instruments and upholstery good; £275.—Gibson, 29, Roehampton Gate, S.W.15.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Lancia Aprilia 1939 model Supperleggerra type streamlined foursome drop head, gunmetal with grey hood, late type wheels, etc.; bargain.—Flaxman 0052/7253/7154. [9761

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2353. [0545

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0077

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2583. [0508

JOHN S. TRUSCOTT, Ltd., urgently require low mileage, really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4274. [5408

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., sole representatives of the famous Italian company, have at times a choice of several cars for disposal, in first-class condition (including reconditioned engine); all repair work carried out by our staff of specialist mechanics and genuine Lancia factory made spare parts only used; spare parts for all models available and supplied at short notice; for information regarding used cars for sale, reconditioning, general service, technical data and latest modifications, apply to Lancia Works, Alperton, Wembley (Perivale 5656). [0320

LEA-FRANCIS

BROOKLANDS for individuality.

1949 Lea-Francis sports 2-seater, metallic blue, small mileage, excellent condition.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 6351/6. [5796

LEA-FRANCIS

CHARLES POLLETT, Ltd., sole distributors, London and Home Counties, offer:—

1949 Lea-Francis 14hp saloon, I.F.S., maroon, beige leather, one owner, heater, 17,000 miles, checked and guaranteed; £1,350.

1949 Lea-Francis van model I.F.S., one owner, 10,000 miles, guaranteed; £1,050.

18 Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [5962

1948 (Sept.) sports roadster, blue, 13,000 miles, one very careful owner; £995.—Campbell, Symonds, Wembley 6262. [9944

LEA-FRANCIS, 2½-litre sports saloon, 11,000 miles, full export model finish. Real enthusiasts car, black, beige interior, heater, radio, spot lamps, etc., any trial; £1,275.—Wilmecote Service Station, Nr. Tamworth. Tel. 461. [5216

Lea-Francis Cars Wanted

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

12 Wellesley Ave., W.6. Riv. 1413. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0362

CHARLES POLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0596

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln from 1937 onwards. Wembley 3503. [0669

MERCEDES

1937 Model 540 K Mercedes Cabriolet B, excellent history, superb condition; £1,250.—J. F. Crawley, 48 Kensington Court, W.8. Western 6015. [5244

Mercedes Cars Wanted

CHIPSTEAD MOTORS, Ltd. always buy good Mercedes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [5724

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1938 type 540K Mercedes-Benz with Offord 4-5-seater drop head body, a one owner car, in exceptionally good condition, maintained entirely by advertiser.—Victoria 6715. [3218

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3, offer:—

MERCEDES-BENZ 36/220 s/c. 2-seater.

MERCEDES-BENZ Type 300 foursome drop head, radio, etc., reconditioned.

S. S. K s/c short chassis road racing 2-seater, original condition, works serviced, terrific performance; £10 tax.

MERCEDES-BENZ 300K s/c 2/3-seater, swept tail, fixed head coupe, road, 1945, one of the prettiest cars in the country, speedometer reading, 25,000, maroon and beige.—Flaxman 0052/7253/7154. [3551

MERCEDES-BENZ roadster, two seats and dickey, new hood fitted, 1938 model, 14hp, subject A.A. examination; £475.—Eric Waddington, Heads Lane, Hessle, E. Yorks.

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 6715-6. Night Service: Victoria 5144. [0530

MERCURY

JOE THOMPSON (MOTORS), Ltd., offer:—

1947 Mercury saloon, colour black, fitted radio and heater, guaranteed 16,000 miles, one owner.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4859. [1760

M.G.

CAR MART, Ltd.

1949—50 M.G. 1¼-litre saloon, radio, 8,000 miles; £1,275.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5660

RIPCO, Ltd., offer:—

1950 M.G. T.D. 2-seater, black, red leather, 6,000 miles, spare unused, one owner.

1949 M.G. T.C. 2-seater, red with red leather, bumpers, Windtone horns, twin pass lights, oil coil, etc., 8,000 miles, one owner.

1949 M.G. T.C. 2-seater, ivory with red leather, low mileage, one owner.

1950 M.G. 1¼-litre saloon, satin bronze, maroon leather, 6,000 miles, spare unused, one owner.

ALL the above and many other small mileage used cars are inviting your inspection at Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [5385

TOM GARNER, Ltd., offer

1950 M.G. 1¼-litre saloon, maroon with beige leather, 8,000 miles.

1949 M.G. T.C. sports 2-seater, red, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5209

265 gns.—M.G. sports 2-seater, 12hp, red with grey leather, excellent condition.—4, Kings Rd., Kingston 5148. [5683

1950 M.G. T.D., green, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5519

M.G.

LAYTONS OF OXFORD offer:

£1325 1950 M.G. 1½-litre sports saloon; finished in satin bronze; this car has done a very low mileage and is as new throughout; taxed year, etc.; terms if required over 24 months.

LAYTONS OF OXFORD (Motors) Ltd., New Road, Oxford. Tel. 3381. [5257

DICKS CAR SALES offer:—

1948 M.G. 1¼-litre sports saloon, low mileage, fitted radio; £950.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1284

WOODBAIN CARS offer:—

£375.—M.G. 10hp T-type 2-seater.

£285.—M.G. 8hp P-type 2-seater.

£275.—M.G. 8hp P-type 2-seater.

£345.—M.G. 8hp J2 2-seater.

£220.—M.G. 8hp J2 sports 2-seater, completely overhauled.

£225.—M.G. 12hp N-type 2-seater Magnette.

£115.—M.G. 8 sports 2-seaters, choice of three.

£99.—M.G. 8hp sports 2-seater, new battery.

TERMS, exchanges.—Woodbain Cars, The M.G. Specialists, 6 and 10, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [5786

JARVIS & SONS, Ltd., offer:—

1950 T.D. 2-seater, mileage 8,000, black with green upholstery, radio, spotless condition; £1,050.—Morris House, Morden Rd., S.W.19. Liberty 4656. [5976

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1¼-litre saloon, green, beige leather, 4,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6011

MAYFAIR GARAGES Ltd., for your M.G.—Below.

MAYFAIR GARAGES Ltd., 1939 model T type Tickford drop head coupe, black with red upholstery, new head, very smart car with outstanding road performance, equipped to standard specification, three month's guarantee; £495.—Below.

MAYFAIR GARAGES Ltd., July 1939 T type sports 2-seater, red, red leather, excellent all weather equipment, 5 good tyres, well cared for by previous owner, outstanding condition throughout; three month's guarantee; £495.—Below.

MAYFAIR GARAGES Ltd., 1939 model T type sports 2-seater, black, blue leather upholstery, full all weather equipment, plated luggage carrier, spot lamp, almost new tyres, well preserved car in outstanding condition throughout; three month's guarantee; £495.—Below.

MAYFAIR GARAGES Ltd., Balderton St., (opp. Selfridges clock), Mayfair W.1. Mayfair 3104/5. Open 9-6. Sats 9-12. [5230

PERFORMANCE CARS.—See our advertisement under Sports Cars. [2184

CHILTERN CARS.—See our display advertisements on page 47. [5552

£275.—M.G. P.A., very neat, recent £50 overhaul.—Box 1391. [5163

M.G. 1936 P.A. 2-seater, excellent condition, well shod, new battery; £295.—Box 1459. [6051

1938 2-litre M.G. saloon, immaculate and original condition throughout; £625.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122.

1949 M.G. saloon, green, fitted heater, 11,000 miles, as new; £1,550; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (Off The Moor), Sheffield, 1. Tel. 24687. Open week-ends. [5780

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

1947 M.G. T.C. sports 2-seater, colour green and leather upholstery to match, one owner; 695gns.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6064. [5623

325 gns.—M.G. Midget 1937 model 10hp T. 2-seater, Abingdon blue, blue leather; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. Midget 1935 8hp P. 2-seater, black, red leather, very good condition; terms, exchanges.—Rowland Smith, below.

265 gns.—M.G. Midget 1934 model 8hp J.2 2-seater, green, green leather, very good condition; terms, exchanges.—Rowland Smith, below.

195 gns.—M.G. Midget 1934 8hp P. 4-seater, red, good tyres; terms, exchanges.—Rowland Smith, below.

545 gns.—M.G. 1939 2.6-litre foursome drop head coupe, dark red, red leather, wheel discs, Windtone horns, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5933

1949 M.G. T.C., red, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5618

1950 M.G. 1¼-litre saloon, 8,000 miles, free May 25, heater.—Farmiloe, 148 Queensway, Bayswater, W.2. Bayswater 6257. [5261

1936 7 M.G. 2-litre de luxe saloon, superb, guaranteed; £375; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [4737

M.G. (Sept., 1949, T.C., black, beige upholstery, 4,000 miles, perfect condition.—N. W. Nash & Co., Ltd., 52-54, City Rd., Roath, Cardiff. Tel. 2755. [5149

3000 miles.—1950 (May) M.G. 1¼-litre saloon, maroon.—Ernest Sutton, Cleeve Hill, 95 (Cheltenham). (Trade enquiries only please. [5715

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

1946 T.C. 2-seater in black, a beautiful car, one owner; accept £595.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6601

CASS'S MOTOR MART.—1939 M.G. 1½-litre sports saloon, engine just reconditioned, recellulosed grey, written guarantee.—5, Warren St., W.1. Euston 4110. [2659

1947 M.G. T.C. 2-seater, absolutely immaculate; £670.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [5635

ROSE & YOUNG, Ltd., offer; 1949 M.G. T.C. 2-seater, very small mileage, fitted extras, pale blue with beige leather, £765; 3 other T.C. models in stock; also

1940 (registered late 1939) M.G. T.B. Tickford drop head coupe in beautiful condition inside and out, must be seen to be appreciated, grey with red leather; £565.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5674

M.G. 1½-litre saloon, April, 1950, colour bronze, mileage 1,800, as new in every respect; £1,495.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Kensington 2468. [5127

CASS'S MOTOR MART.—1939 M.G. T.A. 2-seater, just recellulosed black, engine reconditioned, mileage 42,000, written guarantee.—5, Warren St., W.1. Euston 3523. [5642

1949 (50) M.G. T.C., green, beige leather, 10,000 miles; spotless; £850.—Hendon Central Garage Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5350

£169—M.G. Magna 1933, red, red leather, looks 1938, under 4,000 miles since engine overhaul, smart car with excellent performance, taxed, insured.—Presland, 6, Elder Ave., N.8. [5467

SPECIAL pre-budget Whitsun offer: 1934 M.G. J2 sports 2-seater, red, excellent chassis, etc., taxed; £267/10, also a P.A. 1935 at £290.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5728

1946 M.G. T.C. 2-seater, black, green, very clean, any inspection, 3 months' guarantee, terms and exchange; £635.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [5419

WALTER SCOTT, Ltd.—1936 M.G. Midget, P.B. 2-seater, blue, exceptional condition throughout; £365; exchanges; terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [4148

1950 (April) M.G. 1¼ saloon, green with green leather, H.M.V. radio, guaranteed 7,000 miles, as new; £1,350.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5480

1939 M.G. 2.6 4-door sports saloon, black, chrome, red leather, exceptionally attractive, delightful performance, written guarantee, terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5890

1937 M.G. T.A. 2-seater, finished black, light blue leather, silver wheels, new works engine, carburettors, pumps, etc., new sidescrews, any exam.; £450.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5867

1938 (Reg. Sept., 1937) T.A. M.G. 2-seater sports, reconditioned engine last year, resprayed black, re-upholstered beige leather, new hood, side screens, etc., any trial, family reasons for sale; £560 or offers.—C. E. Sewell, Toynton All Saints, Spilsby. [5484

1947 M.G. T.C. 2-seater, black and chromium, silver wheels, red leather maroon hood and side curtains, immaculate appearance, thoroughly recommended, written guarantee; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5867

NAYLOR & ROOT, Ltd.—1947 M.G. T.C. sports 2-seater, black, red leather, excellent appearance and performance, any trial; £695; 3 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [5872

SPECIMEN 1½-litre 1958 M.G. de luxe saloon, taxed 5/- for year, brand new Dunlop and Goodrich all round, new battery, smoke blue with silver wheels, outstanding condition, everything precisely right, pre-budget price.—Speedsters, Ltd., offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [5539

£165—M.G. 18/80 saloon, one owner, first regd. June, 1951, completely original with tool kit, instruction book, etc., low mileage, original coachwork, immaculate interior, good tyres, a fast, quiet car, stored for last 11 years, now having been checked over by M.G. specialist, taxed and in daily use.—Ealing 4635. [5792

VANDERVELL'S offer:—1939 (May) M.G. 2-litre saloon, in quite exceptional condition, finished in metallic green, its appearance is equal to any post-war car, new tyres and batteries were recently fitted by the previous owner who has also spared no expense in keeping the car up to a very high mechanical standard; £695.—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [4705

M.G. Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966

RROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOOMBES OF NEASDEN.

SLOOMBES.—Good clean M.G.s wanted, must be perfect condition.—269 Neasden Lane, N.W.10. Gladstone 2099.

CASH immediately for good M.G.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5881

APPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 6301-3. [5869

URGENTLY required, low mileage 1948-50 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1698

M.G. Cars Wanted

WANTED, M.G. P.B. or P.A. engine complete or major components and spares for same, urgent.—Tel. Portsmouth 74804. Southsea Motors, 8c, Vincent Rd., Southsea. [5692

PRIVATE buyer wishes to purchase for own use M.G. T.D. or T.C. in new condition, 1949 to 1951 model. H. E. Gauld, 101, High St., Dalkeith, Scotland. Tel. Dalkeith 3127. [5144

WANTED, post-war M.G., must be small mileage, T.C. or T.D. models only, cash paid for right car.—Apply J. Simpson, Trelawney, Redruth, Cornwall. Tel. Camborne 3201. [5415

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0865

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G. urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [7974

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [0696

M.G. Spares and Service

UM Ltd.

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., Mayfair, W.1. Tel. Grosvenor 4141. [0505

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0860. [0486

M.G. spares.—Vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 windscreens, chromium plated luggage grids, M type clutch plates, prompt and courteous service; see P. & A. column.

DERRINGTON, 159, London Rd., Kingston 5621-2. [6898

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers, v. drive, dynos, etc.; new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5085. [0433

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N. Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valve, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [0349

MORGAN

4/4 Morgan 37 sports 2-seater, recent complete engine overhaul, cellulose as new, good tyres and batteries.—Tel. Martock 3212; £525. [5624

365 ens.—Morgan 4/4, 1938 model, 10hp sports 2-seater, black, 2 spare wheels, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5944

1939 4-4 d.h.c., one owner only, Climax engine, just sprayed and engine overhaul, green and green hood, new batteries, good tyres, small mileage as laid up during war; reason for sale delivery new Sunbeam, demonstration here or to suit buyer; £425.—Southall, Clifford, Hereford. [6047

Morgan Cars Wanted

RROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

RAYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0866

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs: Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 2733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0579. [0728

MORRIS MINOR

CAR MART, Ltd.

1949 (50) Morris Minor saloon, 6,000 miles; £885.

1950 Morris Minor Tourer, 5,000 miles; £855.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5661

JARVIS & SONS, Ltd., offer:—

1949 Morris Minor tourer, grey, 4,800 miles, in new condition; £795.—Morris House, Morden Rd., S.W.19. Liberty 4656. [5975

PHILIP RICKARDS Ltd., offer:—

1950 Morris Minor tourer, black, 4,000 miles, as new.

1949 Morris Minor saloon, maroon, 8,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5304

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1949 Morris Minor tourer, grey with beige upholstery, mileage 12,000, showroom condition, taxed till December; £750.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651.

DAGENHAM MOTORS, Ltd., offer the following car:—

1950 Morris Minor Tourer, green, 5,400 miles.

56 Park Lane, W.1. Regent 4866, and 374, Ealing Rd., Alperton, Middx. Perivale 5388. [5909

C. A. PETO Ltd.—1950 Morris Minor sal., black, 6,500 m., as new.—42, North Audley St., W.1. Mayfair 3051. [5555

MORRIS MINOR

200 miles only.—Morris Minor saloon.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 3588. [5512

ARCHIE SIMONS & Co., Ltd.—1949 Morris Minor Tourer, beige, low mileage; £765.—94, Gt. Portland St., W.1. Lan. 1343. [5680

1949 Morris Minor saloon, one owner, blue, beige upholstery, taxed; £795.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [4960

1950 (Apr.) Morris Minor saloon, low mileage, choice of 3.—Leslie Matthews & Co. (est. 1923), e 37, Bristol St., Birmingham, 5. (Midland 2297.) [5706

1949 (Oct.) Morris Minor Tourer, green with beige upholstery, in perfect condition, 8,000 miles, taxed for year; £775.—Middlesex Motors. Tel. Harrow 0022. [5130

ROSE & YOUNG, Ltd., offer: 1949 Morris Minor tourer, very low mileage, immaculate condition, black; £768.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [5675

Morris Minor Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716

I NEED post-war Morris Minor immediately.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0745

ALMOST new Morris Minor required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0854

ALMOST new 1949-50 Morris Minor, cash; no dealers.—Boyer, 204, Hastings Rd., Bromley Common, Kent. [5622

MORRIS EIGHT

J. CORYTON, Ltd.

USUALLY have an 8hp Morris for sale; for details telephone

139/149, Fulham Road, S.W.3. Ken. 1410. [8245

CM.I. Car Sales (Pri. 4405) offer:—

1939 Morris 8 2-door de luxe saloon, exceptional condition.—Swiss Cottage, Finchley, N.W.3. [5322

1946 (Nov.) Morris 8hp sun saloon, speedo reading 14,900, absolutely perfect; £595.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon, Tel. Uxbridge 412. [5227

1939 Morris 8 saloon, 2-door, black, very clean, reconditioned engine recently fitted; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gla. 2254. [5011

1936 Morris 8 2-door saloon in black and red, very good tyres, mechanically perfect, taxed year; £265.

TIMMIS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [5646

MORRIS 8 saloon, 1948, black, 4 doors, 9,000 miles, showroom condition, nearest offer to £695.—Tel. Sloane 1714. [5689

285 gns.—1938 Morris 8 de luxe saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [5757

1939 Morris 8 4-door saloon, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [2677

1946 Morris 8 de luxe sun saloon, colour black, brown leather upholstery, low mileage, excellent condition; 429gns.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [5619

1938 Morris 8 de luxe saloon, perfect condition, £545.—Leach Garage (opposite G.P.O.), Uxbridge, Middx. Tel. 122. [5667

1938 (March) Morris 8 two-seater, moderate mileage, nice condition, £510.—348, King St., Hammersmith. Riverside 2857/8. [4725

1939 Morris 8 saloon de luxe, green with green interior, in exceptional condition, recently fitted with reconditioned engine; £425.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [5126

1937 Morris 8 4-door saloon, nice condition all round, taxed for year; £395.—Roys Motors, Ltd., 73, Albany St., N.W.1. Euston 6994. [5755

1937 Morris 8 tourer, excellent condition; £295, or 30 monthly instalments of £11/17/11.—The Cooden Engineering Co., Ltd., Bexhill. Tel. Cooden 600. [5192

£275—1936 Morris 8 de luxe saloon, blue and black, clean condition, good tyres, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6003

310 gns.—1936 (reg. 1939) Morris 8 saloon, 2 careful owners, recellulosed, first-class little car; £110 deposit.—George Clarke (Motors), Ltd., 276, Brixton Hill, S.W.2. Tulse Hill 5211. [4681

1935 Morris 8 four-door saloon de luxe, original and exceptionally good condition inside and out, trade only at £215.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3409. [5993

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0747

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

REQUIRED urgently, post-war Morris 8.—Lyne, Prank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [2639

REQUIRED, a number of 1947 or 8 Morris 8 saloons, bodies must be good; best prices paid.—73, Albany St., N.W.1. Euston 6994. [5754

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0867

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS TEN

1946 Morris 10 saloon; £675.
MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8052. [5426

1939 Morris 10 saloon, excellent condition throughout; £475.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5208

1939 Morris 10 in really exceptional condition, black and brown; £485.
MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575.

1948 Morris 10 saloon, black, one owner, radio; £785.—Grove Motors, North Rd., Southall 3477. [2338

CYRIL SHEPPARD offers 1947 Morris 10 de luxe saloon, black and brown, low mileage; £750.—102, King's Rd., Reading 2712. [5036

1935 Morris 10 de luxe saloon, black, excellent condition; £175.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4945. [5867

1947 Morris 10 saloon, very moderate mileage, excellent condition; £725 or terms.—Robin Wood Garage, Crystal Palace, S.E.19. Sydenham 6500. [5636

GOLDERS GREEN.—H. A. Saunders Ltd. 1939 Morris 10 saloon, black/brown, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5449

1937 Morris 10, reconditioned engine, respraved last year, excellent condition, 2 new tyres; £375.—Chapman, 162, High St., Hounslow. Hounslow 1184. [5699

1947 Morris 10, black, brown leather, immaculate; £775.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [1778

£175.—1934 Morris 10 4-door saloon, reconditioned engine, 2 new tyres, new king pins and bushes.—Monahan Motors, 594, London Rd., Thornton Heath 5081. [5050

1939 Morris 10 de luxe saloon, well above average condition; £475; exchanges, hire purchase.—S. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [5336

SPECIAL pre-budget Whitsun offer, a 1938 Morris 10 de luxe saloon, which you really must see to appreciate; £395.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5745

695 gns.—Morris 10, December 1947, de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5947

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.
LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6801

POST-WAR Morris 10 Series E wanted.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5.

I NEED post-war Morris 10 urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0748

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0868

MORRIS TWELVE

WALTER SCOTT, Ltd.—1938 Morris 12 de luxe saloon, black, blue leather, excellent condition; £565; exchanges, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [2027

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0869

MORRIS FOURTEEN

MORRIS 1937, 14 saloon, an exceptional example of a really low mileage specimen car; £375.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, Prospect 7520. [5725

MORRIS SIXTEEN

1937 Morris 16 4-door de luxe sun saloon, original cellulose in black, brown leather upholstery, carefully maintained; 299gns.
RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [5622

MORRIS OXFORD

H. A. SAUNDERS Ltd., offer:—

1949 Morris Oxford saloon, maroon with beige leather upholstery, radio, heater, 4,000 miles; £1,145.

836—842, High Rd., N.12. Hillside 0024. [5367

BROOKLANDS for individuality.

1950 Morris Oxford saloon, maroon, speedometer reading 7,000.
BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [5797

H. A. SAUNDERS, Ltd., Radlett, Herts.

1949 Morris Oxford saloon, maroon, heater, 7,000 miles. Radlett 6167. [5625

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Morris Oxford saloon, maroon, beige, 10,000 miles, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Morris Oxford saloon, black/beige, 9,000 miles, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5440

1950 (Apr.) Morris Oxford, maroon, one owner, perfect in every respect; £1,250.—Middlesex Motors, Tel. Harrow 0022. [5791

MORRIS OXFORD

1949 (November) Oxford saloon, black, mileage 7,000, heater, covers, etc., as new; £1,100.—Cranmore, Tel. 2040 Potters Bar. [5069

1949 Morris Oxford, green, beige leather, low mileage; £1,125.—Hendon Central Garage Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5832

1949 Morris Oxford saloon, black, with beige leather upholstery, H.M.V. radio, heater, negligible mileage; £1,035.—Denhams Garage (Esher), Ltd., High St., Esher. Tel. Esher 3560. [6055

Morris Oxford Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

I REQUIRE post-war Morris Oxford urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (days). [0749

A LMOST new Morris Oxford required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0856

MORRIS SIX

MANN EGERTON & Co., Ltd., offer:—

1950 Morris Six, black with brown leather upholstery, mileage 1,176, as new throughout.

14, Berkeley St., London, W.1. Regent 2075. [5411

GORDON CARS (LONDON), Ltd.—1950 Morris Six saloon, green, 7,000 mls.—Below.

GORDON CARS (LONDON), Ltd.—1950 Morris Six saloon, maroon, 10,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5571

GOLDERS GREEN.—H. A. Saunders, Ltd. 1950 Morris Six saloon, maroon/beige, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Morris Six saloon, green/green leather, guaranteed.—114, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5445

1949 Morris Six saloon; £1,300.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2254. [5487

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,275.—Campbell Symonds, Wembley 6262. [5301

MORRIS SIX 1949 (Nov.), immaculate condition, 7,000 miles; £1,275; no dealers.—80, Murray Ave., Bromley, Kent. Ravensbourne 4292. [5224

1950 May, Morris Six, one owner, immaculate condition, 12,000 miles, carefully serviced; £1,285.—Wrigley, Grove Park Hotel, Chiswick, London, Chi. 3262. [5277

MORRIS MISCELLANEOUS

CHILTERN CARS.—See our display advertisement on page 47. [5553

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198 King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

Morris Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0624

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris from 1937 onwards. Wembley 3903. [0670

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0796

JACK OLDING, Ltd., 6-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0614

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [5270

Morris Spares and Service

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4456. [0206

FOR Morris mudguards, running boards, 1930-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0584

NASH

SIMPSON'S MOTORS offer:—

1947 (late) Nash 600 right-hand drive, equipped with Weather Eye air conditioning and heater system, radio.—For full list see under American Cars.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists.) Wembley 3903. [3508

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards. Wembley 3903. [0963

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1939 6-cyl Oldsmobile saloon, in exceptional condition; £625.
DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0115

1946 (first registered) 29hp Oldsmobile coupe, new tyres, taxed December, perfect condition; £650.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [5456

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties: Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

OLDSMOBILE

£2450—Oldsmobile 8 four-door touring saloon, 1948, the full de luxe model 98, equipped with latest type hydramatic clutchless drive at extra cost, the whole car itself being the most expensive sedan of its year produced by this company, magnificent six-seater body, immaculately finished in black with heavy chrome mouldings to front grille, giving a super modern frontal appearance; extra wide chrome rubbing strip extending full width of all doors and continuing into front and rear fenders; luxurious upholstery in very tasteful duo-grey broadcloth; ultra smart dash with Flight panel type instruments in clock form, latest type 15/8.20 low pressure tyres; there are no extras on this car as the standard fittings include every kind of expensive luxury, built-in push-button radio, built-in air conditioner, defrosters, de-mister, automatic door lighting, etc.; of the mechanical condition we cannot speak too highly, performance, road holding, steering and braking leave little or nothing to be desired; if you have not yet experienced the hydramatic clutchless drive this is your opportunity.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and purchase; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. from Monday to Saturday. [5584

Oldsmobile Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5506

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards. Wembley 3903.

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [0036

Opel Spares and Service

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4904. [4258

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0733

PACKARD

OVERSEAS CARS, Ltd.

1942 3 Packard Straight 8 model 160 drop head coupe, black/buff hide, £10 tax, exceptional condition; £1,250; for other Overseas Car bargains see page 48 of May 4 issue.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5386

JOE THOMPSON (MOTORS), Ltd., offer:—

1939 Packard 6 drop head coupe, colour black, low mileage.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4658.

COOMBS & SONS (GUILDFORD), Ltd., offer:

1936 Packard 27hp 8-cyl. saloon, 42,000 miles; £435.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5047

CHILTERN CARS.—See our display advertisement on page 47. [5554

1937 Packard 120 saloon in very good condition throughout; £295.
DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [5039

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 5400.
PACKARD sole concessionaires, offer a selection of approved late model Packard cars.
LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 5400. [0282

FIRST registered 1946, Packard sports saloon, in superb condition throughout, absolute bargain; £350.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [5913

1947 Packard Clipper Super de luxe, right-hand drive, radio, heater, covers, 25,000 miles, magnificent condition; £2,250.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5246

£850—1947 (reg.), £10 tax, Festival visitors' special Packard Super 8 6-seater limousine, a very clean motor car ready for immediate use.—Fray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [3654

1942 Packard Clipper saloon, first used and registered 1946, chauffeur maintained, loose covers, radio, immaculate condition, exactly similar to post-war Clipper; £1,375.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5245

325 gns.—Packard 8, 1937 model, 5-hp 4-door touring saloon, grey cord upholstery, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5945

CHIPSTEAD MOTORS Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Packard 8-cyl 1938 fitted with very beautiful 2/4 seater fixed head coupe body, white with red leather, whole car indistinguishable from new. Flaxman 0052/7253/7154 [2619

£1995.—Packard 8 Clipper de luxe, first registered Jan. 1948, four-door full six-seater touring saloon equipped with overdrive and electromatic clutch, fitted at considerable extra expense; coachwork beautifully finished in steel grey with latest type sealed beam headlamps and parking lamps recessed into front grille moulding; interior upholstery in spotless grey broadcloth in beautiful condition; standard interior fittings include built-in push button radio, defroster, demister, controllable heating, map lights, automatic door lighting, traffic direction indicators (blinkers), etc., etc.; mechanical condition is completely in keeping with the immaculate appearance, everything about the car, the way it sounds, the way it goes, the way it looks cannot fail to please the most critically minded motorist; offered with a written guarantee by:—
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue; nearly 400 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery to any part of the United Kingdom; purchasers' fares refunded from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [5601

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PACKARD

SPECIAL pre-budget Whitsun offer, first reg. '38, Packard 26hp 8-cyl. Carlton drop head foursome coupe, cream with red leather upholstery and hood, nearly new tyres, completely overhauled last year, bills produced; £385.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5729

PACKARD coupe 1938 six-cylinder 30hp drop head foursome, engine recently overhauled, a very attractive car, £495; also a most unusual Packard fixed head coupe 1937 eight-cylinder 2/3-seater, in really exceptional condition; £350; all Fords required.—W. J. Reynolds (Motors), Ltd., Ford House, New Rd., Dagenham, Essex. Rainham 770 (3 lines). [6036

A & S LIMOUSINES 1937/38/1939, partition, widest occasionals, black, selected carriages, certified mechanically, from £730.

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square. Mayfair 8941. [5355

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Packard.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5896

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onwards. Wembley 3903. [0671

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0908

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, require 1938-9 Packard cars for reconditioning.—Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionnaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469

PONTIAC

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 Pontiac Silver Streak saloon, R.H.D., colour blue, fitted radio.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

1947 Pontiac 4-door saloon, r/hand drive; £1,795.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [5859

1939 Pontiac drop head coupe, 2/4-seater, steering column gear change; engine completely overhauled, loose covers, bodywork excellent, very smart; £575.—Crown Garage, Albany St. (ad). Barracks), N.W.1. Tel. Euston 6507 and 1528. [5200

PONTIAC 1939 Silver Streak drop head coupe, original condition throughout, dual brown, new tyres, radio, loose covers, in exceptional condition; a really outstanding motor car; £675.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1395

Pontiac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5505

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac from 1937 onwards. Wembley 3903. [0672

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche.—Tel. Ripley 2361. [0629

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

KIEFT Formula III racing cars, fastest and most reliable in the world, first season successes include fourteen International Class I and J records at Montlhery, from 50 kilos to 200 miles.

DEMONSTRATIONS and specification by personal visit to the works or agents (sorry, no photographs).

PRICES from £585, including J.A.P. Four Stud engine.—Kieft Cars, Bridgend Trading Estate, Wales. Tel. Bridgend 950. [0526

COOPER, 1949, fitted with 500cc J.A.P., Burman gearbox, long-range tanks, car thoroughly gone over and ready for this season's racing; £400.—John McBain & Son, Ltd., Chirnside, Berwickshire. [5157

COOPER 500 1949, with Cooper trailer fitted, gear box only, less engine, long range tanks, twin mirrors, armchair seat; this car is at present stripped for overhaul and can be bought at a reasonable figure in this state, or will be sold at higher price when overhaul is complete.—Enquiries to Tom Leigh, 144, Oldham Rd., Grasscroft, Nr. Oldham. Tel. Saddleworth 534. [5832

RAILTON

'37 Railton saloon, 29hp, silver-grey, excellent condition; £275.—Howard 1007. [5464

A.1 MOTORS (LONDON), Ltd., for A.1 Railtons.—26b, Belgrave Rd., S.W.1. Victoria 8285. [0333

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753. All models up to 1947, 17hp, 21hp, 28hp coupe, saloons, tourers. [5467

1939 Railton 10hp drop head coupe, colour metallic grey, maroon leather upholstery, recently overhauled and new engine fitted, radio, etc.; 599gns.

RAYMOND WAY of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [5412

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5897

A-ONE MOTORS (LONDON), Ltd., 26b, Belgrave Rd., S.W.1. always buyers of good Railtons. [0276

WANTED.—Private owner requires Railton car, must be in very good condition.—Moss, White Cloud Farm, Tring 2181. [5281

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-39.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0650

RENAULT

1950 Renault 760cc saloon, as new, best offer to—Capt. Hensley, Worksop, Notts. Tel. 2174. [5814

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

WELHAMS RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—

1949 (September) 8.3hp Renault 4-door saloon, blue, 6,000 miles; £725.

1939 8hp de luxe saloon, completely reconditioned; £400.

1939 26hp de luxe 6-str. saloon, as new; £350. [0126

RENAULT 8 saloon, 1949, 4-door, hide, low mileage, spotless condition; £625.—Anthony, 228, Lyndon Rd., Sheldon, Birmingham. Sheldon 2845. [5466

RENAULT 1950 7.5hp saloon, mileage 8,800, finished in maroon and complete with roof luggage rack, exceptional condition, one owner, taxed.—Colmore Depot, Ltd., 83, Station St., Birmingham. Tel. Mid. 4001. [5424

295gns.—Renault 12, November, 1938, drop head coupe, maroon, fawn leather, good tyres, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5941

£395—Renault 12hp drop head coupe, 1939, an ideal dual purpose model which is well-known for its economical performance although capable of surprising high average cruising speeds, opportunity to purchase genuine 1939 car at a really attractive figure.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5597

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

RILEY

CAR MART, Ltd.

1949 Riley 2½-litre Roadster, radio, 13,000 miles; £1,595.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5662

BROOKLANDS for individuality.

1949 Riley 1½-litre saloon, maroon, heater, small mileage.

BUY or sell your car at

103. New Bond St., London, W.1. Mayfair 8351-6. [5798

SWANMORE CAR SALES, Boscombe.

1950 Riley 2½-litre saloon.

1950 Riley 2½-litre roadster.

1948 Riley 2½ saloon.

EXCHANGES and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [5251

NORTHERN MOTORS of Harrow offer:—

£985—1946 (December) Riley 1½-litre saloon, silver grey, with red hide upholstery, fitted radio, in immaculate condition throughout, a most attractive car with an exhilarating performance.—186/194, Pinner Rd., Harrow 4444/4694. [5190

GUY SALMON AUTOMOBILES, Ltd., offer:—

1946 (Sept.) Riley 1½ saloon, black, green leather; £1,050.

1949 Riley 1½-litre saloon, maroon, red leather, 8,000 miles.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5972

CHILTERN CARS.—See our display advertisement on page 47. [5555

PERFORMANCE CARS.—See our advertisement under "Sports Cars." [2188

GORDON CARS (LONDON), Ltd.—1948 Riley 2½-litre saloon, green/fawn cloth.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon, black/red leather.—Below.

GORDON CARS (LONDON), Ltd.—1946 Riley 1½-litre saloon, black/red leather.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5572

1937 Riley 1½-litre saloon, recellulosed, superb condition, guaranteed: £495.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [5204

1947 Riley 1½-litre saloon, black, brown leather, unusually well kept; £1,185; also

1949 Riley 1½-litre saloon, black, brown leather and fawn cloth interior, Galley heater, H.M.V. radio, and many useful extras, enthusiast-owned, and maintained in next-to-new condition throughout; believed the best example on offer; £1,495; exchanges, deferred terms.—John E. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [5404

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3346.

1949 Riley 1½-litre saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834-3406. [5295

1950 Riley 1½-litre saloon, maroon, maroon leather, 11,000 miles, spare unused, one owner. Also

1949 Riley 1½-litre saloon, black, red leather, 9,000 miles, spare unused.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [5383

C. A. PETO, Ltd.—1937 1½-litre Riley, met. grey; £525.—42, North Audley St., W.1. Mayfair 3051. [5532

1946 Riley 1½-litre saloon, immaculate condition, carefully used; £950.—Haskins, Ladbroke 1155. [5374

£325—Riley 1½ Falcon, excellent condition.—Kennedy, 380, Bearwood Rd., Smethwick, Staffs. [5826

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Riley 1½-litre saloon, black/brown, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1946 model Riley 1½-litre saloon, black, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5458

1938 Riley 16 Adelphi saloon, black with red leather, a fast car in exceptional condition throughout; £525.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9304

1935 Riley 1½-litre Kestrel saloon; £465.—Halls (Finchley), Ltd., Arcadia Avenue, Finchley, N.3. Finchley 5908-9. [5990

1949 (Oct.) Riley 2½-litre Roadster, 9,000 miles, carefully driven, genuinely as new; best offer over £1,425.—Box 1456. [6033

1949 (Oct.) Riley Roadster, 2½-litre, turquoise blue, with beige hide upholstery, fitted radio; £1,525; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. Open week-ends. [5783

1949 (Oct.) Riley 1½-litre, green/green leather, 13,000 miles, 4 new tyres, 2 good spares, beautiful condition throughout.—Box 1439. [5843

1939 Riley 1½ saloon, black, very fine order; £545.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [5637

1948 1½-litre Riley saloon, black, green leather, 10,000 miles, as new; £1,250 or offer.—115, Birchanger Rd., South Norwood. Add. 6305. [5460

ROSE & YOUNG, Ltd., offer 1949 (registered Dec., 1948) Riley 2½-litre saloon, 100 bhp engine, low mileage, immaculate condition, black; £1,475.—Below.

1947 Riley 2½-litre saloon, very good order throughout, H.M.V. radio fitted; £1,075.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5676

1950 1½-litre Riley saloon, radio, 8,000 miles (choice of 2).—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5506

1949 (Jan.) Riley 1½-litre saloon, black, grey cloth, 18,000 miles.—Leslie Matthews & Co. (Est. 1922), 97, Bristol St., Birmingham, 5. (Midland 2297). [5709

1934 Riley 9 Kestrel saloon, polished big port head, new twin Solex, Scintilla Mark IV brakes, many racing parts; £250.—Kehoe, 24, Cromwell Court, Kingston 4262. [5749

£335—1936 Riley 9 Merlin 4-door saloon de luxe, excellent condition, a bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [4464

1949 Riley 1½-litre saloon, black, brown leather interior, one owner, speedo reading 12,000, spare wheel unused; £1,395.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [5345

1946 Riley 1½-litre saloon, black with brown leather upholstery, excellent condition throughout; written guarantee.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [3567

RILEY 1½-litre saloon de luxe, really magnificent, unblemished condition, carefully maintained by meticulous owner; £415.—Midland Motor Co., Traffic St., Derby (1 minute bus station). Tel. Derby 2349. [4252

AN excellent opportunity to acquire an immaculate 1937 Riley 15hp 6-light saloon, finished in black with blue leather upholstery, must be seen; £465.—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [5868

SPECIAL pre-Budget Whitsun offer.—1947 Riley 1½ saloon, black with red leather upholstery, one private owner, 25,000 miles, taxed, a car you will really admire; £1,065.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5742

1949 Riley Utility 1½-litre, radio, heater, colour light bronze and natural wood, one owner since new, owner driven, maintained only by local Riley agents, in immaculate condition throughout.—Pearsall, Corner House, Stourbridge. Tel. Stourbridge 57508. [5850

1940 Riley Kestrel, reg. April, 2½-litre saloon, black, red leather, 1,000 miles since complete engine overhaul, resleeved, etc., new tyres, taxed Dec. 31, good original car; £725; terms, exchanges.—Ross Motors, Ltd., Regent St., Hinckley. Tel. Hinckley 558. [5145

1950 (April) Riley 2½-litre saloon, black with brown leather, H.M.V. radio and heater, 4,000 miles, £1,935; 1950 (Feb.) Riley 2½-litre saloon, black with red leather, guaranteed, 9,000 miles, £1,910; 1947 (May) Riley 2½-litre saloon, black with brown leather, fitted radio and Rimbellisher, 23,000 miles, as new, £1,195.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5489

Riley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969

R

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

RILEY 9 pre-selector saloon required.—Write White, 18, Lynwood Ave., Slough. [5821

CASH immediately for good Riley.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5882

C. A. PETO, Ltd., 42, North Audley St., W.1, require Riley cars in first-class condition. Mayfair 3051.

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

PRIVATE buyer requires 1936/9 Riley any model considered.—Ford, 3, Lampton Court, Lampton Rd., Hounslow. [4937

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5501

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [5271

URGENTLY required, 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialists, Shamblehurst Lane, Botley, Southampton. Tel. Botley 132. [0060

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0708

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2½-litre saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1697

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley, 1950 model if possible.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [7974A

Riley Spares and Service

AROOT MOTORS, Ltd.

AROOT MOTORS, Ltd.—Preselector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 [0238

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Riley Spares and Service

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—1, Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2851. [0781

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5404. [0092

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [2390

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ROLLS-ROYCE specialists 40 years.

1938 30hp Mulliner sports saloon.

1935 40/50hp enclosed drive limousine, face forward occasional seats, by Park Ward.

1935 25hp Tickford with division.

1934 25hp Windover saloon with division.

1933 25hp Park Ward saloon with division.

1933 25hp Freestone and Webb coupe.

PADDON BROS., Ltd., 66, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. [2343

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CAR MART, Ltd.

1949 Rolls-Royce Silver Wraith touring limousine by Hooper, £2,000 miles; £5,500.

1938 25/30 Rolls-Royce 7-seater sedanca de ville by H. J. Mulliner, 19,000 miles; £2,500.

1938 Rolls-Royce saloon with division by H. J. Mulliner, 29,000 miles; £2,500.

1938 Rolls-Royce 7-seater limousine by Thrupp & Maberly, 32,000 miles; £2,850.

1937 Rolls-Royce Park Ward saloon; £2,150.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [5663

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OFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork; offer the following from their specially selected stock:—

1934 Hooper sports saloon on the Rolls-Royce 20-25hp chassis, black, brown leather, low mileage.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687.

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RIPPON BROS., Ltd.

NORTHERN Rolls-Royce specialists since 1905.

1949 Silver Wraith fitted with H. J. Mulliner touring limousine body, black with beige leather upholstery.

1938 touring saloon by Rippon, black with Air Force blue leather upholstery, good condition.

1937 Phantom III seven-seater limousine by Rippon.

1936 (Nov.) 30hp touring limousine by Rippon.

1934 26hp 4-door sports saloon by Hooper.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines); also at Bradford, Leeds and Sheffield. [0905

FRANK DALE offers:—

25 hp Rolls-Royce owner driver saloon by Barker, 57,000 miles, 1 owner, maintained as new, blue and black, with blue leather upholstery, sun roof, no division; £1,575.

25 hp Rolls-Royce 1935 owner driver saloon, swept tail, black with leather upholstery, recently overhauled, fitted ride control, a most attractive and immaculate car; £1,350.

66 Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 5660.

OVERSEAS CARS, Ltd.

1936 Rolls-Royce 25-30 saloon with two occasional seats and Tickford head, colour grey with grey leather upholstery, very good condition throughout; £1,350. For other Overseas Car bargains see page 43 of May 4 issue.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5466

JACK OLDING, of Mayfair, offer:—

1950 Silver Wraith Rolls-Royce H. J. Mulliner touring limousine, nominal mileage, dark blue/blue leather, excep. condition.

1949 Silver Wraith Rolls-Royce owner-driver saloon with div. by Freestone & Webb, black, maroon leather and cloth, 10,000 miles.

1948 Silver Wraith Rolls-Royce enc. drive limousine by Park Ward, 14,000 miles, black, grey leather.

1938 Phantom III Rolls-Royce owner-driver saloon with div. by Barker, black with upholstery in beige leather.

1936 Phantom III Rolls-Royce H. J. Mulliner sports saloon, black/grey leather.

1934 Phantom II Rolls-Royce sedance de ville by Windover, black and maroon with upholstery in beige leather and cloth.

DELIVERY of new and used cars quoted on application.

AUDLEY House, North Audley St., W.1. Mayfair 5242 [5852

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GREAT BRITAIN'S Leading Specialists in Rolls-Royce and Bentley Cars.

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1933 Rolls-Royce 20/25 sports saloon by Hooper, colour black, with blue leather upholstery, heater, 2 spot lamps, 2 wing mirrors, side mounted spare wheel.—H.5121.

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1936 Rolls-Royce 20/25 saloon S.R. by Rippon Bros., colour black, blue hide to front, fawn cloth to rear upholstery, winding division, full length picnic table, compacts, side quarter blinds, 2 spot lamps, twin horns.—H.4847.

1936 Rolls-Royce 25/30 sports saloon by Hooper, colour black, with grey hide upholstery, occ. seats, rear quarter blinds, spot lamp, wing mirror.—H.5336.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase; please write or 'phone for details to:—

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1936 (Nov.) 30hp Young sports saloon.

1936 25hp H.J.M. 7-seater swept back limousine.

1935 (Dec.) 25hp Hooper swept-back Sedanca.

1935 25hp Freestone and Webb sports saloon.

1934 25hp T. & M. saloon with division.

1931 40/50hp Barker Sedanca, one owner, 68,500 miles.

1930 25hp H.J.M. Weymann saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [4812

GUY SALMON AUTOMOBILES, Ltd., offer:—

1938 Rolls-Royce Phantom III, owner-driven sports saloon with division, exceptionally good history, photographs upon request; £3,350.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [3714

ALAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1935 Rolls-Royce 20/25hp 4-dr. sports saloon by Thrupp & Maberly, finished grey with dove grey upholstery, low mileage, as new, very attractive car, £1,595.

1933 Rolls-Royce 20/25hp 4-door sports saloon with rear boot by Freestone & Webb, black, brown hide, exceptionally pretty car with chrome waist line, excellent condition throughout; £1,250.

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1935 Rolls-Royce 20/25 limousine by Barker, black leather to front, cloth to rear, face forward occasional seats, 1 owner, mileage 36,000 miles only, whole car in new condition throughout; £1,675.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [5665

A & S Offer Rolls-Royce Saloons with known history (certified mechanically). Below

OWNER-DRIVER, 1952/53 Synchromesh 25hp 4-door black Saloon, boot, attractive carriage, low cost.

OWNER-DRIVER 25hp/1936 Sports 4-door H.J.M. partitioned Saloon, leather, capacious boot, exceptionally attractive. £1595.

OWNER-DRIVER 25hp/1936 4-door Mulliner black Saloon, leather, capacious boot, handsome carriage, 55,000. £1695.

OWNER-DRIVER 30hp 1936 Hooper 4-door Saloon, leather, reasonable mileage, meticulously maintained, 1939-condition. £1685.

OWNER-DRIVER 30hp/1937 Family 6-seater 4-door black Saloon, leather, meticulously maintained, mileage 45,000. £1760.

OWNER-DRIVER 30hp/1937 swept back 6-light H.J.M. Saloon, adjustable partition, black, original owner, 46,000, opportunity. £1985. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [5360

1933 Rolls-Royce 40-50 Phantom II H.J. Mulliner saloon with division, built-in boot; £795.

GEORGE NEWMAN & Co., 969, Euston Rd., N.W.1. Euston 4466. [5567

CASS'S MOTOR MART.—1936 Rolls-Royce Phantom III Mulliner sedanca, 7 seats, immaculate.—5, Warren St., W.1. Euston 3523. [6061

1933 25hp Rolls-Royce sedanca coupe by Gurney-Nutting; £800.—Shearman's Motors, 100, Bessborough Rd., Harrow. Byron 1394. [6048

ARCHIE SIMONS & Co., Ltd.—1937 (Oct.) Rolls-Royce 25/30 limousine by Mulliner, face forward occasional seats, excellent condition throughout; £1,650.

ROLLS-ROYCE 20/25 owner-driver saloon by Hooper, one owner since 1936; £1,095.—94, Gt. Portland St., W.1. Lan. 1343. [5682

1934 Rolls-Royce Phantom II four-door all-weather drop head by Hooper, further particulars on request.—Plowmans, Ltd., 15, Hitchin Rd., Luton. [5172

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JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to

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1937 Rolls-Royce Phantom III, in yellow and black, 7-seater partitioned limousine with face forward seats, excellent condition; £1,500.

M. W. GROOM & SONS, Towcester, Northants. [5119

FOR sale, Phantom I Rolls-Royce, new body, 1947, drop head coupe, excellent condition, photograph on request; £500.—Apply: Tel. Sandbach 45, extension: 23. [5223

1936 (Sept.) Rolls-Royce 30hp Hooper 4 light sports saloon, in fine order.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only, please.) [5711

1937 25/30 Hooper limousine, swept tail, face-forward seats, leather upholstery, bargain; £1,995.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [1899

1930 25hp Rolls-Royce Sedanca de Ville by Barker, black with brown upholstery, division; £525.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [4166

PHANTOM ROLLS, reconditioned throughout, 6 new tyres, new deck hearse body, recently completed, immediate delivery; £985.—T. Martin, Jnr., Ltd., Aston Rd., Birmingham. [5273

1933 Rolls-Royce owner-driver saloon, Park Ward body, excellent condition; £1,050.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5249 (5 lines). [5661

1930 Rolls-Royce 20/25 limousine, face-forward occasional seats, total mileage 59,000, one owner; £695.—L. F. Dove, Ltd., 111-113, Addiscombe Rd., Croydon. Addiscombe 3066. [9625

1937 (April) 30hp Rolls-Royce sports saloon, with boot at rear, by James Young, over £500 overhaul last year, immaculate throughout; £2,250.—Wyman, Heathersett Farm, Reigate, Surrey. Reigate 5081. [5701

ROLLS-ROYCE 1936 Barker owner drivers saloon, fitted radio, disc wheels, recently completely repainted and checked; private owner will accept best offer over £1,400.—Bay Tree Cottage, Alresford. Tel. 326. [5541

1935 Rolls-Royce 20-25 close coupled H. J. Mulliner, owner driver saloon, one owner since new; Rolls-Royce history, very pretty car; £1,550.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5248

1932 f/h coupe body on 1925 chassis, 5-seater, 2-door, 21.6hp Rolls-Royce, vertical radiator, mascot, new tyres, just overhauled; £350; can be seen on or after May 17th.—Write Wilson, Flat 3, 1, Hornton St., London, W.8. [5807

1936 Rolls-Royce 25/30 saloon, coachwork by Thrupp & Maberly, black with grey hide upholstery and in excellent condition throughout, for sale on behalf of private owner.—Brayshaw & Carr, Ltd., Hannam Court, Charles St., Leicester. Tel. 60432. [5143

1936 25 Rolls-Royce Barker four-light owner driver saloon for sale, total mileage under 43,000, excellent Rolls history available, unscratched outside, unmarked leather inside, new tyres, P100, taxed, a very elegant car; best offer over £1,475.—Supreme Laundries, Ltd., Laundry Rd., Smethwick, 40. Tel. Smethwick 0687. [5240

A & S (Limousine Specialists), display exceptional swept tail Limousines. (Rolls-Royce history):—

LIMOUSINES 1935 25hp Hooper, partition, widest occasionals, black, private, immaculate; £960.

LIMOUSINES 1934 25hp Barker, partitioned, widest occasionals, black, exceptional throughout, £1,160.

LIMOUSINES 1935 25hp Windover, swept tail, widest occasionals, black, immaculate, £1,395.

LIMOUSINES 1936 30hp Hooper, partition, widest occasionals, swept tail, black, original owner, £1,[illegible]

LIMOUSINES 1937 30hp Thrupp, swept tail, widest occasionals, partition, black, total mileage 8,000, £2,950.

LIMOUSINES 1938 Barker 30hp, swept tail, widest occasionals, partition, black, original owner, mileage 28,000, £2,850.

LIMOUSINES 1939 Wraith Double Enclosed H.J.M., black, mileage 35,000.

LIMOUSINES 1940 Wraith Park Ward 7-seater, black, partitioned, swept tail, leather, mileage 34,000.

PHANTOM III Limousine, Double Enclosed, widest occasionals, black, mileage only 14,000, magnificent condition, exceptional opportunity.

ALPE & SAUNDERS always purchase Rolls-Royce (100 selected Limousines displayed).—Providence Court, Grosvenor Square. Mayfair-2941. [5357

Rolls-Royce Cars Wanted

S

OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies. London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0514

C

M

THE CAR MART Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1312. [0976

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2569. [0488

ROLLS-ROYCE or Bentley owners with cars for disposal are invited to get in touch with

JACK BARCLAY, Ltd.,

OFFICIAL retailers of Rolls-Royce and Bentley.

12-13, St. George Street, Hanover Square, W.1. Tel. May. 7444. [0093

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Cars Wanted

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

A & S always purchase modern 25/30hp Saloons, preferably with boot, also require 25/30hp Limousines 1933/1948.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6272

THE BASINGSTOKE MOTOR Co. purchase 20/22 P.W.B., 20/25, 25/30, Phantom II: any coachwork considered.—By-Pass Rd., Basingstoke. [0046

BROADWAY MOTOR Co. require elderly Rolls-Royce cars, particularly 21.6hp and 25.3hp types.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0015

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts,

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0614

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785.

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [1997

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0446

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv 3362. [0064

ROVER 10

CAMDEN MOTORS.—Rover 10, eight models in stock. See our advert. under Rover Miscellaneous.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5589

£89 cash.—Rover 10 4-door saloon, 1931/2 model, but in good running order; £44 deposit secures, balance payable by 12 monthly rentals.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6 [1765

1939 Rover 10hp close coupled 2-door sports saloon, black with blue leather; this car has completed 3,000 miles since works exchange engine fitted and has been comprehensively overhauled throughout (bills shown); the result is a perfect example of a delightful model which must be seen and driven to be appreciated: written guarantee; £645.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [5967

ROVER 12

CAR MART, Ltd.

1947/8 Rover 12 tourer, radio, 12,000 miles; £1,150.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5664

H. A. SAUNDERS, Ltd., offer:—

1947 Rover 12 sports saloon, green with green leather upholstery, 21,000 miles; £1,265.

836—842, High Rd., N.12. Hillside 0024. [5368

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1937 Rover 12hp de luxe 6-light saloon, black, green hide upholstery, recently reconditioned, disc wheels, loose seat covers, mechanically excellent, coachwork unmarked, tyres practically new, an exceptional car in every respect and in 1947 condition; £625.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [5521

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Rover 12, radio and heater, 15,000 miles; £1,175.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5984

CAMDEN MOTORS.—Rover 12, fourteen models in stock. See our advert. under Rover Miscellaneous.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines) [5590

1947 (December) Rover 12, immaculate condition; £1,150.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [5878

1939 Rover 12, black, with brown leather, 4 new tyres, taxed year, very low mileage, exceptional condition throughout; £695.—Pantiles Service Garage, London Rd., Guildford 5326. [3572

1938 Rover 12 de luxe saloon, exceptional example of this quality make; £625; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [5335

TANKARD & SMITH, Ltd., offer 1938 Rover 12 saloon in black with green leather, very smart in appearance, with good tyres, in very good mechanical condition; £525; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [5265

ROVER 14

CAMDEN MOTORS.—Rover 14, twelve models in stock. See our advert. under Rover Miscellaneous.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5591

1935 Rover 14 saloon, very good condition, taxed year.—Cook, Forge Lane, Northwood. Tel. 812. [5840

1935 Rover 14 de luxe saloon; £250; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [5993

1933 Rover sports saloon, overhauled, excellent tyres, battery, taxed; bargain, £235.—50, Carlton Hill, N.W.8. Mai. 8229. [5834

ROVER 1937 14hp 6-cyl for sale by R. C. Barrett, Weston Lodge, Malton; one owner, carefully maintained, viewed at Mackay, Harrogate; offers over £350 to owner. [5690

BRUTONS, Ltd.—Rover 14 1939 sports saloon, grey, taxed, recent Rover works engine overhaul, good tyres, new battery.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [5922

CYRIL SHEPPARD offers 1946 (late) Rover 14 sports saloon, black with brown leather, 21,000 miles (genuine), new tyres just fitted, as new throughout; £1,250.—102, Kings Rd., Reading 2712. [5034

1939 Rover 14hp sports saloon, original black finish, green leather upholstery, in good condition, one owner, serviced by Rover Co.; price £625; can be inspected by appointment.—92, Cheyne Walk, S.W.10. [5784

1939 Rover 14 drop head coupe, sea green, 2 owners, disc wheels, Windtones, year's tax; unrepeatable at £585 (or £199 deposit, balance over 18 months).—K. N. Rudd, Ltd., 65, Victoria Rd. (50 yards Central Station), Worthing 4635. [5839

1939 Rover 14.9 saloon, black/brown, chrome central pass light, chrome twin Windtones, demister, fram., resprayed, meticulously kept, professional man's pleasure car, beautiful appearance inside and out, excellently shod, three spares, genuinely perfect mechanical condition, A.A., R.A.C. or other expert inspection, Concours d'Elegance award 1950, oil consumption actually negligible, expertly maintained, photograph, taxed year; £785.—Box 1392. [5164

ROVER 16

CAMDEN MOTORS.—Rover 16, ten models in stock. See our advert. under Rover Miscellaneous.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5591

1948 Rover 16 saloon, black, small mileage.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [2738

1947 (Dec.) Rover 16 sal., colour blue, blue leather, heater, speedo. reading 10,000, exceptional cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5307

1946 (April) Rover 16hp 6-light de luxe saloon, black with brown leather, one owner, 18,000 miles, perfect; £1,135.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5493

1938 Rover 16hp sports saloon, suede green with green leather interior, H.M.V. radio, chromium spotlamp, Trico demisters and several other extras; only one change of ownership since new; a very fine car, giving an excellent performance; £725; part exchanges, deferred terms; 3 months' written guarantee.—Chain Garages, Ltd., Hanger Lane, Western Ave., Ealing, W.5. Perivale 4404-5. [5723

ROVER 20

£90—Rover 1934 saloon, 20hp, good condition; brakes now being relined, 2 spares.—The Forge Garage (Petersham) Ltd., 192, Petersham Rd., Petersham, Surrey. Ric. 1854. [5795

1938 Rover 20 4-door sports saloon, in original condition, 2-colour plastic grey, taxed for year, tyres as new; £585.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [5233

ROVER 60 & 75

TOM GARNER, Ltd., offer:—

1950 Rover 75 P4 saloon, black with red leather, 1,000 miles only

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6 [5210

BROOKLANDS for individuality.

1948 (Dec.) Rover 75 saloon, black, radio, speedometer reading 10,000.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [5795

ACE SERVICE STATION (LONDON), Ltd., offer:—

ROVER 1950 P.4 saloon, blue, blue leather upholstery, radio, sunshine roof spotless condition throughout; enquiries to

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [5629

1948 (July) Rover 60 sal., black, grey leather, radio, 11,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5308

1950 Rover 75 P.4 saloon, 6,000 miles, black, green leather, radio and heater, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3 and 4. [5702

GOLDERS Green: H. A. Saunders, Ltd.—1950 Rover P4 saloon, green/green leather, 9,000 miles, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5454

CAMDEN MOTORS.—Rover 75 saloon, 1950, latest production model P.4, black, red leather, heater, etc., very fine car; £2,100; also three P.3 models at prices from £1,595.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines) for further selection from our extensive stock of our 50 Rovers, see under Rover Miscellaneous. Over 500 post free catalogue. Hire purchase facilities. Over 500 cars ready for inspection and purchase. Part exchanges. Free delivery to any part of the United Kingdom. Purchasers' fares refunded from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [5593

1949 Rover 75 6-light saloon, grey with grey upholstery, loose covers, heater, 9,000, unregistered in England, immaculate condition; £1,750 or near offer.—Box 1437. [5833

ROVER 60 & 75

1950 (May) Rover 75 P.4 saloon, brand new condition, black with red leather upholstery, 5,500 miles only; best offer over £2,250.—H. H. Bareham, Bury St. Edmunds 533. [5794

GORDON CARS (LONDON), Ltd.—1949 Rover 75 saloon, green/green leather, one owner only, immaculate throughout.—Gordon House, 375, Euston Rd., London, N.W.1. Euston 6611. [5573

ROVER MISCELLANEOUS

H

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors

DEVONSHIRE House, Piccadilly W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21526).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

R. P. POWELL MOTORS Ltd. for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1947, black, brown leather, one of the nicest post-war 10's we have handled, low mileage; £1,025.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1946, fitted H.M.V. radio, exceptional mechanical order; £995.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1940, engine just bored and sleeved at makers, rest of car thoroughly overhauled, brakes and clutch relined, new exhaust system, etc., very special order; £715.

CAMDEN MOTORS.—Rover 10hp Special Sportman's four light fixed head coupe, 1939, very attractive lines, large rear boot, maker's rimbellishers and late type instruments, a very economical engine but with much above average performance; £675.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1938, popular four-door model with sun roof, excellent black finish with red leather, in spick and span condition, outstanding mechanical order; £485.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1936, a very desirable little car, two owners only since new, typical smooth Rover performance, fitted 5 new Avon tyres; £345.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1947, finished dark blue with blue interior, really beautiful appearance, H.M.V. push button built in radio, nominal low mileage; £1,125.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1946 (October) four light model, Rover grey with blue leather, fitted works reconditioned engine March this year, 2,000 miles since fitting, specially recommended; £1,025.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1946, in black with blue leather, one owner since new, excellent order; £995.

CAMDEN MOTORS.—Rover 12 saloon de luxe, 1940, identical to post-war model, spoked sprung steering wheel, makers chromed rimbellishers, etc., sound mechanical condition; £695.

CAMDEN MOTORS.—Rover 12hp Sportsmans four light saloon, 1938, finished in attractive Rover green, fitted five brand new tyres, several useful extras, Mellowtones, twin pass lamps, demisters, etc., thoroughly recommended; £595.

CAMDEN MOTORS.—14hp saloon de luxe, 1939-40, extensive mechanical reconditioning including engine rebore and sleeve, original maker's cellulose, late type features; £695.

CAMDEN MOTORS.—Rover 14hp Sportsmans four light saloon, 1938, two very careful owners since new, excellent Rover grey finish, Motorolla radio, Windtones, discs, etc.; £625.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937, sound mechanical condition, engine just decoked and reserviced throughout; £395.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1936, with large rear boot like 1939 model, excellent performance, attractive lines, good black finish; £295.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1940, one of the finest pre-war Rovers we have handled, immaculate Rover green finish, chrome like new, interior leather just as outstanding, many post-war features, superb engine and performance; £795.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1939, late type model with similar features, to post-war, new Avon tyres, fitted several special features, Rumbakon coil, economy jets, which give an amazingly low petrol consumption, special opportunity at £695.

CAMDEN MOTORS.—Rover 75.—See our separate advert under Rover 75.

CAMDEN MOTORS.—Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery to any part of the United Kingdom. Purchasers' fares refunded to any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [5588

Rover Cars Wanted

ALMOST new Rover required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0859

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—75 Deansgate Manchester. Tel. Deansgate 5455 [0554

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rover Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971

H
HENLY'S, Ltd.
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
GREAT WEST RD. (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLY'S, Ltd., England's Leading Motor Agents. [0080

R
ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.,
URGENTLY wanted good condition pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242

URGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [5900

BRITISH & COLONIAL MOTORS, Ltd., require good Rover cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5494

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

BLAKES.—Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover, from 1937 onwards. Wembley 3905. [0776

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0464

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2288. [0800

WANTED, post-war Rovers, all models; also Land/Rover.—Arnold G. Wilson, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014/5. [5241

ALBERT FARNELL, Ltd. would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0815

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0709

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0871

ROVER wanted, wanted privately pre-war Rover, preferably a sports saloon, must be original condition, a high price paid.—Lee Green 4555 or Advertiser, 1, Belmont Hall Court, Lewisham, S.E.13. [4183

Rover Spares and Service

DRY'S GARAGE, Ltd., Kenton Rd., Kenton, Rover main agents. Sales and service: Wordsworth 1143.
LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors, for spares and specialised service.—Tel. Datchet 54. [0047
R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0405
DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SINGER

CAR MART, Ltd.
1949 Singer 1500 saloon, heater, 9,000 miles; £1,075.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5665
D. J. SHEPHERD & CO. (ENFIELD), Ltd.
1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £745.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [8232

1932 Singer 9 4-door saloon, ready to drive away; 99gns.
RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [5621

GOLDERS Green: H.A. Saunders, Ltd.—1936 Singer Le Mans, blue, guaranteed.—Below.
H. A. SAUNDERS, Ltd.—1947 Singer 10 saloon, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [5436

1950 Singer 1500 saloon.—Autowork (Winchester), Ltd. Tel. Winchester 4834/5406. [5293

C. A. PETO, Ltd.—1949 Singer S.M.1500 sal., fawn; £1,100.—42, North Audley St., W.1. Mayfair 5051. [5531

GORDON CARS (LONDON), Ltd.—1950 Singer S.M. 1500 saloon, condor grey/fawn leather, 10,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1949 Singer S.M. 1500 saloon, blue/fawn, 9,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5574

QUICK sale, list price; 1950 SM1500, suede green, beige leather upholstery, 30mpg, heater, polished head, one owner, any trial, 5mph in top gear.—Clayson, 19, High St., Christchurch. Tel. 362. [6053

165 gns.—Singer Bantam, August 1936, 9hp 2-seater, black; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5946

S.M.1500 saloon de luxe, 1950 model, low mileage, spare tyre unused, as new, fitted radio and Pytchley sliding head at extra of £50, superb motor; best offer.—Ponchaud, 175-6, London Rd., Camberley, Surrey. [5286

£99.—Not only pre-Budget but pre-war price, rely on Bray to get you motoring! Genuine 1934 Singer 9 sports saloon, good runner, requires respray.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5852

Singer Cars Wanted

R
ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0966
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer. Wembley 3905. [0777
RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0873

Singer Spares and Service

THE North's premier Singer spares stockists. Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 46781/2. [4341

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0714

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0219

SPORTS CARS

S
SIMMONS OF CROYDON (Croydon 1537),
OFFER the following guaranteed cars from their stable:—
ASTON MARTIN.—We offer a constantly changing stock of Internationals, Le Mans and 2-litre Astons as and when available during the season; all these Astons undergo a thorough check-over in our shops and are recellulosed, upholstered and trimmed as necessary.
ASTON MARTIN 1931 Internationals; we offer a choice of two this week, having been thoroughly checked-over and replacements, etc., provided as necessary, both guaranteed; £365 and £385.
LAGONDA 3-litre open 4-seater tourer, one of the most immaculate of these models now existent, rebored, etc., sleeved, crank ground 3,000 miles back, specimen Lagonda in every conceivable way, recellulosed this week, new batteries, new tyres, hood and trimmings; £385.
LAGONDA 2-litre Beetleback 2-seater, first reg. 1939 and mechanically completely rebuilt this year, mechanically faultless, being a very fine example of a vintage 2-litre in one of its most presentable forms; £250.
HISPANO-SUIZA, Boulogne, drop head coupe, first reg. this country 1950, £10 tax; £250.
ALVIS Speed 20 1935 foursome V.D.P. drop head, i.f.s., synchro box, terrific performance, at present undergoing recellulose and retrim.
MERCEDES 14hp sports saloon, 1940, type V170, at present undergoing complete rebuild and recellulose and re-upholstering at our works.
M.G. 1939 T.A. 2-seater, rebuilt as new, recellulosed and retrimmed with new cream cracker engine, £10 tax, not yet run-in; £450.
WE would be obliged to receive particulars of Astons, Lagondas, Bentleys, Isottas, Hispanos, Rolls and Mercurys, etc., for disposal and we will readily purchase for cash.
IN so far as is possible, all correspondence is dealt with by return of post, and our representative will undertake to inspect anywhere in Gt. Britain by appointment.
SIMMONS OF CROYDON,
101A, Tamworth Rd., West Croydon.
CROYDON 1537. [5706

BLAKES,
THE Northern Sport and
RACING Car Specialists,
BUY and sell racing and sports cars of all types, specialists in vintage Bentley; write for lists and quotations.
J. BLAKE & Co., Ltd.,
110, Bold St., Liverpool.
ROYAL 6622. 'Grams: Autocar, Liverpool. [2709

PERFORMANCE CARS.
THE WINDMILL GARAGE, Great West Rd., Brentford, London, W.5. 3 minutes from Northfields Tube Station, Piccadilly Line. Tel. Ealing 0441, 6995; 24-hour service, repairs, petrol, etc.; we offer with our usual 3 months' guarantee: 1938 Rolls-Royce Phantom II, drop head foursome fitted 1938 by Henry Binder of Paris on 1930 chassis, magnificent car, £725; 1937 Aston Martin 2-litre short chassis 2-seater, £725; 1925 Bentley Red Label short chassis, fitted 4½ engine, 2/3-seater, £385; 1926 Bentley Red Label 3-litre Vanden Plas 4-seater tourer, £265; 1924 Bentley Red Label 3-litre 4-seater tourer, £265; 1935 Lagonda 4½-litre pillarless saloon, low mileage, £325; 1934 Lagonda 4½-litre pillarless saloon, £265; 1929 Lagonda 16/65 saloon, £125; 1936 B.M.W. 2-litre type 45 fitted 55 engine, saloon, £295; 1941 Nash 28hp model 400 all-purpose cabriolet, £575; 1937 Riley Adelphi 15/6 6 light saloon, £395; 1935 Riley Falcon 1½-litre saloon, £235; 1933/49 Riley 14hp saloon, £10 tax, £175; 1932 Riley 9 Ascot drophead with dickey, £165; 1938 M.G. T.A. 2-seater, £395; 1936 M.G. 12hp N.A. 2-seater Magnette, £295; 1934 M.G. P.A. 2-seater, £285; 1930 M.G. 8hp M type 2/4-seater, £125; 1937 Wolseley 14hp 4-seater tourer, £315; 1932 Wolseley Hornet 4-seater sports, £175; 1931 Wolseley Hornet 4-seater sports, £135; 1937 Singer 1½-litre drop head foursome, £295; 1937 Ford V.8 model 78 fixed head coupe, 4-seater, £275; 1936 Ford V.8 model 68 drop head with dickey, resprayed, new hood, £285; 1936 Ford V.8 model 68 drop head with dickey, £225; 1935 Ford V.8 4-seater tourer, £135; 1936 Ford 8 2-door saloon, £235; 1936 Hudson 17hp saloon, £225; 1935 Railton 30hp 4-seater tourer, £295; 1931 Delage 22hp saloon, £145; 1934 Sunbeam 20hp saloon, £175; 1933 Alvis Speed 20 4-seater tourer, £325; 1932 Alvis Silver Eagle fitted Speed 20 engine, 2-seater with dickey, £165; 1933 Alvis 20hp 7-seater limousine, non-runner, £65; 1936 Standard 10hp saloon, £225; immediate insurance, hire purchase and part exchanges on every car. [5910

RICHARDS & BROWN, offer several sports and vintage cars from stock.—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487 or 6479. [5994

SPORTS CARS

B & G MOTORS offer:
£265.—Riley 9 Lynx open sports 4-seater, cream and black, 2 spare wheels, immaculate car in every way.
£250.—Lagonda 2-litre 12.8hp open speed model Vanden Plas 4-seater, British racing green; really smart and sound car.
£150.—Singer 9 open sports 4-seater, red, twin carbs, good hood, etc., fast and economical car.
£145.—Amilcar-Ford Special, Ford 10 engine and gear box fitted to underslung continental chassis, full touring equipment; ideal trials or as ordinary fast runabout.
TERMS, exchanges.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [5785

CHARACTER CARS offer:—
A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition, including:—
ALFA-ROMEO twin cam 1,500cc supercharged 2-seater, one of four entered by makers at Phoenix Park, 1930, when they finished 2nd, 4th and 6th; entirely reconditioned.
ALVIS 1928 14.75hp Beetleback 2-seater, mechanically and bodily in very good condition.
BUGATTI 1936 type 57 4/5-seater drop head coupe; the superb and original condition of this classic car is plainly indicative of its genuine low mileage, believed under 40,000 miles.
PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.
CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minute South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [6017

POTTER, RICHARDS & CARR offer:—
FRAZER NASH-B.M.W. 327/80 saloon, 1939, immaculate; £1,250.
LANCIA Dilambda Farina saloon, 1937, overhaul costing over £400 in Dec., '50; perfect condition; £650.
ALLARDS.—See under Allard: Healey 1950 Silverstone, £1,225; 1932 8-litre Bentley saloon, Mulliner, £495; Rolls-Royce Phantom II Continental saloon, £650; Railton tourer, £295.—56A, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6955. [5029

RAYMOND WAY, the hire purchase specialists!
RAYMOND WAY, of Kilburn.
50 sports cars of all types under £400.
CARS and motor cycles wanted in part exchange.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150yds Kilburn Park Station, Bakerloo Line). Mai. 6044 (10 lines). [0627

CHILTERN CARS.—See our display advertisement on page 47. [5556

CLINTON GARAGES, Ltd., The Broadway, Cheam, Surrey, offer:—
1500cc single ohc Alfa, excellent condition, new hood, tonneau cover, £225; Aston Martin D.B.2 works, overhauled, wonderful performance, registered 1949; 30/98 E. model Vauxhall, entirely original Vanden Plas body, etc.; £225. [5902

ENQUIRIES are invited re Aston Martin No. 2 prototype saloon, complete overhaul in January of this year, numerous extras.—Further particulars on request from Acland & Tabor, Ltd., Welwyn 461. [5610

BIANCHI 10-30, rebuilt, new aluminium 4-seater body of striking design, new wheels, tyres and batteries, rewired throughout, taxed and insured; best offer under £200; delivery 200 miles.—Riddell, Ironmonger, Llandudno. [5471

£115.—1930 twin-cam Salmson, 5 new retreads, 45 per gallon, smart 2-seater alloy body with doors, cellulosed red, new hood, upholstery, kingpins, taxed.—Day-time or Sat./Sun. mornings, 79a, Bromley Common, Kent. [5808

SPEEDSTERS, Ltd.—The best conditioned sports cars in the country; Alfa, Bentley, Bugatti, Fiat, Invicta, Jaguar, M.G., Mercedes, Riley, Vauxhall, etc.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [5536

SPECIAL Ford V.8, fitted 30hp engine, modified chassis, divided front axle, giving excellent performance and road holding, open 4-str. body, £10 tax; £250.—"Kingswood," Packhorse Lane, Hollywood, Nr. Birmingham. Tel. Coventry 66207, 10 a.m.-7 p.m. [5472

BARTLETT.—Alfa Romeo 1750 supercharged 2-seater, £595; Bentley very special 4½-litre, £725; S.S.100 2½-litre 2-seater, £475; Talbot 105, actual team car, £485; Invicta 100 mph, low chassis, £450; and many others.—27a, Pembridge Villas, W.11. Bayswater 0523. [5390

1936 light Straight 8 Daimler drop head coupe, 1939 modifications, full four-seater, new mohair hood, linen loose covers, fold-over windscreen, winding windows, built-in luggage trunk, all good tyres, a most attractive car in all respects; £400.—Columbia Motors, 61, Poole Hill, Bournemouth. Bournemouth 3524. [5718

CHIPSTEAD MOTORS, Ltd.—197, Fulham Rd., Kensington, London, S.W.3.—Talbot 110; this is the famous ex-Mike Couper road racing special streamlined 2-seater, rebuilt for road use in 1949-50 at cost of some £1,100; holder of last long handicap at Brooklands, August, 1949, at 124.72 m.p.h., £10 tax, colossal performance, immaculate condition. — Flaxman 0052/7253/7154. [9768

Sports Cars Wanted

S
SIMMONS, of Croydon,
WOULD be obliged to receive particulars of any sports car for disposal in good condition and will undertake to inspect anywhere in Great Britain and pay immediate cash; a telephone call or postcard to the office will elicit an immediate reply.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [5767

R
ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
BARTLETT.—We are interested buyers of all sports cars.—27a, Pembridge Villas, W.11. [5400
PERFORMANCE CARS, of The Windmill Garage, Great West Rd., Brentford, London, W.5. (Tel. Ealing 0441, 6995.) [5911

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Perry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S.

CHILTERN CARS.—See our display advertisement on page 47. [5557

265 gns.—S.S. II 1936 12hp sports saloon, black, green leather, very good condition; taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5949

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0968

STANDARD 8

GLANFIELD LAWRENCE offer:—

1947 Standard 8, grey with blue upholstery; £575. 407, High Rd., N.12. Finchley 0091. [5905

WADDINGTON MOTORS, Ltd., offer:—

1939 Standard 8 tourer, fitted radio; £350.—Fortune Green Rd., N.W.6. Ham. 2211. [2652

1939 Standard 8 saloon, black, sun roof, brown leather, good tyres and engine, clean body; bargain, £295.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [5037

L. F. DOVE offer: 1946 Standard 8 saloon, fawn colour, excellent condition; £525.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [5768

1939 Standard 8 saloon, overhauled, recellulosed; £425.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [5636

SPECIAL pre-budget Whitsun offer.—1939-40 Standard 8 2-door de luxe saloon, in good order; £335.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5735

£345.—1938 Standard 8 de luxe saloon, blue, original condition throughout, excellent runner.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6000

1946 Standard 8 tourer, finished in two-tone blue, in excellent condition throughout.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5866

1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £375; choice of two.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3722

£325 cash.—1939 Standard 8 black saloon, good condition throughout; £105 deposit secures balance over 18 months.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [3561

STANDARD 8 drop head coupe, registered May 1940, reconditioned engine and gearbox by Standards, still requires running-in, in perfect condition throughout; price £395; echanges considered, cash either way.—M. Railton, 12, Bannister St., Lytham St. Annes, Lancs. [6052

STANDARD 9

1938 Standard 9 saloon, black, sun roof, brown leather, very smart, good tyres, etc.; £320; choice of 5.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [5038

135 gns.—Standard 9 4-door de luxe saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [5760

£295.—1936 Standard 9 saloon, excellent condition, a bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [4465

1937 Standard Flying 9 saloon de luxe, very good mechanical condition, just resprayed grey; £310.—Garage Service Co., Hoop Lane, Golders Green, N.W.11: Speedwell 3408. [5964

STANDARD 10

BROWN'S for Standards

1937 Standard 10 saloon de luxe, excellent condition; £375.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [4481

SPECIAL pre-budget Whitsun offer.—1939 Standard Flying 10 de luxe saloon, black with brown leather upholstery; £335.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5741

£425.—Standard 10 1939 4-dr sln. leather interior, sldg roof, an exceptionally good car mechanically, cellulose as new; many others.—Benmotors, 1, Clarendon Rd., Holland Park London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds Holland Park Tube.) [5134

STANDARD 12

CAR MART, Ltd.

1948 Standard 12 drop head coupe, 9,000 miles; £975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5666

DICKS CAR SALES offer:—

1948 Standard 12 drop head foursome coupe, immaculate condition, indistinguishable from new; £850.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [4972

1947 Standard 12 saloon, black, one owner, low mileage; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [5016

1938 Standard 12 drop head, black, carefully used, splendid condition; £350.—Elmbridge 8683. [5688

1939 Standard 12 4-door saloon, finished metallic green, just recently rebored, very good condition; £400.—Box 1438. [5842

L. F. DOVE offer: 1946 model Standard 12 saloon, black, with brown upholstery; £650.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [5043

SPECIAL pre-budget Whitsun offer.—1947 Standard 12 de luxe saloon, many extras, low mileage; £775.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5730

SPECIAL pre-budget Whitsun offer.—1938 Standard 12 de luxe saloon, in superb condition, only wants seeing; £395.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5731

1946 Standard 12 grey saloon, running order and appearance perfect, new battery, licensed to December, any trial; £625.—41, Calthorpe Rd., Edgbaston, Birmingham. Edg. 0587. [5465

1948 (December) Standard 12 drop head coupe, 1 owner, low mileage, most immaculate condition, loose covers, faultless order, specimen car; 795gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [4532

STANDARD 12

1938 Standard 12 de luxe saloon, two owners, good condition; £525.—Cunningham 1191. [5540

£465.—Standard 12 drop head foursome coupe, property of enthusiast, beautiful condition throughout. This vehicle, although pre-war, has often been mistaken for post-war vehicle, being in such amazingly outstanding condition.—Below:—

£425.—Standard 12 saloon de luxe 1938 model, being beautifully maintained, fitted seat covers and wireless set; is a bargain at this price. Also choice of two other 12hp saloons and 14hp drop head coupe; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5963

STANDARD 14

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 convertible coupe, black with red leather upholstery, 18,000 miles; £895.

1948 Standard 14 saloon, black with brown leather upholstery, 8,000 miles; £925.

836-842, High Rd., N.12. Hillside 0024. [5369

PHILIP RICKARDS, Ltd., offer:—

1948 Standard 14, black, 8,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5302

1948 Standard 14 saloon, grey, blue leather upholstery, recorded mileage 16,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5771

1946 Standard 14 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4334/3406. [5296

1948 Standard 14 de luxe 4-door sun saloon, colour cream, red leather upholstery, extremely attractive; 779gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400. Maida Vale 6044. [5620

1947 Model Standard 14, black, beige leather, excellent condition; £750.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4446

1948 Standard 14 saloon, 1 owner, genuine 15,700 miles, coachwork grey, immaculate, spotless hide, faultless performance, bargain; 795gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [4531

1949 Standard 14, reg. 13.1.49, export model, l.h.d., mileage 7,800, tyres unpunctured, spare unused, private owner; £985, as new, or exchange for new Morris 8 4-door Minor saloon and cash.—Trussler, 5, New Park Rd., Chichester, Sussex. [6046

NAYLOR & ROOT, Ltd.—1948 Standard 14 sunroof saloon, black, red hide, 19,000 miles, superb condition throughout, any trial; £895; 3 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [5873

STANDARD VANGUARD

CAR MART, Ltd.

1949 Standard Vanguard saloon, radio, heater, 3,000 miles; £1,250.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5667

PHILIP RICKARDS, Ltd., offer:—

1949 (Dec.) Standard Vanguard, radio/heater/leather, 7,900 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5305

WANSTEAD MOTORS, Ltd., offer:—

1949 (Sept.) Standard Vanguard, green, 12,000 miles, radio, heater, loose covers; £1,195.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [4458

UNDER 500 miles, Vanguard saloon de luxe, 6 months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near. Croydon, Surrey. Established 1906. Tel. Wallington 3404. [5275

VANGUARD, 1949, radio, heater, one careful owner, 13,000 miles, immaculate; £1,120. Park 5060. [5475

1949 Standard Vanguard, black, Firred heated, 9,000 miles; genuine as new; £1,145; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield 1. Tel. 24687; open week-ends. [5781

C. A. PETO, Ltd.—1950 series Standard Vanguard saloon, black, 8,300 miles; £1,225.—42, North Audley St., W.1. Mayfair 3051. [5528

1950 Standard Vanguard, 5,000 miles; £1,350.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [5879

1950 Standard Vanguard saloon, blue, radio, 5,000 miles; choice of 4.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5517

SPECIAL pre-budget Whitsun offer, 1949 Vanguard, green with red leather, heater, etc., only 12,000 miles; £1,045.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5736

GOLDERS GREEN.—H. A. Saunders, Ltd., 1949 Standard Vanguard saloon, black/blue leather, many extras, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m. to 9 p.m. [5437

3000 miles.—1950 (April) Standard Vanguard saloon, maroon, beige leather, heater.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [5714

1949 Standard Vanguard saloon, metallic grey, leather upholstery, presents new appearance, carefully looked after; £1,085.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. [5524

1950 (Feb.) Vanguard saloon, black, beige leather, heater, radio, 7,000 miles, perfect.—Leslie Matthews & Co. (Est. 1922), 97, Bristol St., Birmingham, 5. (Midland 2297.) [5707

VANGUARD, 1950, 7,400 miles, spotless condition, metallic grey, red interior, heater, demister, radio and spot lamps, enthusiast's car; £1,250.—Wilnecote Service Station, nr. Tamworth. Tel. 481. [5221

1949 Standard Vanguard saloon, grey with red upholstery, whole car very well kept; £1,050.—Apply in first instance to Ironbridge Service Depot, Southall 2355, who will demonstrate on owner's behalf. [1683

1949 Standard Vanguard, mileage 5,000, fitted loose covers, Nuway mats, heater, radio, oil coil, taxed year, the whole car immaculate; £1,100 or near offer.—Wadham Garages, Ltd., Weston-s-Mare. Tel. 268, after 5.30 6185. [5779

STANDARD MISCELLANEOUS

STANDARD, 1946 excellent condition, 45,000 miles, left-hand drive; offers wanted.—54, Gallowgate, Newcastle-on-Tyne. [5820

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052

1939 Standard tourer; £335.—King's Motors, 1, High St., Hounslow. Tel. 3532. [5380

1950 Series Standard Estate car, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5516

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Standard Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.
R
S

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Standard.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5883

URGENTLY need post-war Standard.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0751

ALMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 6484. [0860

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

APPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [5268

C. A. PETO, Ltd., 42, North Audley St., W.1, Standard agents, will purchase Standard cars in first-class condition.—Mayfair 3051. [5758

PRIVATE buyer requires a low-mileage Vanguard; details to—"Linga Longa" Café, Weyhill Rd., Andover (Tel. 2557), Hants. [5106

STANDARD Vanguard and post-war 12s and 14s in good condition, urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 3033-4-5. [0809

ALBERT FARNELL, Ltd. would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0431

BEFORE finally deciding consult Lamb's, Ltd., of Woodford, Essex. Wanstead 0123 (8 lines). London Buying Office, Slough House, Berkeley St., Mayfair 7654, ext. 111. [5213

Standard Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds) Ltd., New York Rd., Leeds, 2. Tel. 29439.

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. 1182. [1572

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 3190. [0244

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

K. J. MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Sandard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5906-9. [0002

STUDEBAKER

1948 Studebaker, r/hand drive, colour cream, small mileage; £1,850.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [5458

STUDEBAKER Champion 22hp, £10 tax, 1948 model, new engine, dual grey, fawn cloth, column change, new car expected; £550, offers.—451, Warwick Rd., Solihull (Sol. 2386), Warwickshire. [5225

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker from 1937 onwards. Wembley 3903.

SUNBEAM

1950 Sunbeam 90 foursome drop head coupe, 10,000 miles, fitted radio, loose covers, etc.; £1,595.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [5433

SUNBEAM-TALBOT

CAR MART, Ltd.

1947 Sunbeam-Talbot 10hp tourer, 27,000 miles; £795.

1947 Sunbeam-Talbot 2-litre tourer, 13,000 miles; £995.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5666

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Sunbeam-Talbot, low mileage; £1,025.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [illegible]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM-TALBOT

WARWICK WRIGHT, Ltd., offer:—

1950 Sunbeam-Talbot 80 converticle coupe, pastel blue, beige leather, 4,000 miles.

1949 Sunbeam-Talbot 90 saloon, silver green, buff leather, 12,000 miles.

1950 Sunbeam-Talbot 80 saloon, black, red leather, radio, 3,000 miles.

1950 Sunbeam-Talbot 80 saloon, silver green, buff leather, 2,000 miles.

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, 15,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6007

SUNBEAM-TALBOT 80 saloon, 1950 black/red hide, 7,000 miles only; £1,350.—Davy, Weston 1225. [5919

GORDON CARS (LONDON), Ltd.—1950 Sunbeam-Talbot 90 saloon, bronze/red leather, 5,000 miles. —Below.

GORDON CARS (LONDON), Ltd.—1950 Sunbeam-Talbot 90 saloon, grey/grey leather, 1,800 miles.—Below.

GORDON CARS (LONDON), Ltd.—1950 Sunbeam-Talbot 90 saloon, grey/grey leather, 7,000 miles.—Below

GORDON CARS (LONDON), Ltd.— 1948 Sunbeam-Talbot 10hp open tourer, grey/grey leather.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5575

1950 Sunbeam-Talbot 90 drop head foursome coupe.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [5290

1950 Sunbeam-Talbot 90, gunmetal, 6,000 miles, immaculate.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [5237

1949 Sunbeam-Talbot 80 saloon, finished in satin bronze with red leather, small mileage, fitted interior heater, immaculate condition; £1,195.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [1842

1948 Sunbeam-Talbot 10 tourer, colour grey, moderate mileage; £795.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [4443

JULY, 1949, Sunbeam-Talbot 80, green with brown leather, immaculate; £1,165.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6013

1947 Sunbeam-Talbot, 10hp saloon, gunmetal grey, total car mileage 20,000; new engine fitted, 17,000 miles, in good condition, one owner; £775. —Box 1404. [5176

1950 (November, 1949) Sunbeam-Talbot 80 saloon, gunmetal, as new throughout, one owner; £1,325.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3918

1949 (reg. Dec., '48) Sunbeam-Talbot 90 sports saloon, black, brown leather upholstery, 12,000 miles only, a genuine car in every respect and in excellent condition throughout; £1,395.—Below.

1950 (Feb.) Sunbeam-Talbot 90 coupe, black, red leather upholstery, 4,000 miles only, fitted radio, an outstanding example of this rare model; £1,695.

PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton. Vigilant 1121. [6054

1947 Sunbeam-Talbot 10hp tourer, works reconditioned engine Nov., 1950, condition excellent, 5 new tyres, 1951, two owners; £875 or nearest.—Inspect Forest Rd. Garage, Nottingham. Tel. 75401. [5468

1950 Series Sunbeam-Talbot 80 saloon, finished metallic green, beige upholstery, 5,000 miles, as brand new.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4 Hendon 2146 [3773

1950 (reg. Nov., 1949) Sunbeam-Talbot 80 saloon, bronze with red leather, fitted heater, 10,000 miles, as new; £1,235.—Gibson's Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5491

NAYLOR & ROOT, Ltd.—1950 Sunbeam-Talbot 80 saloon, bronze, brown leather, 6,000 miles; unblemished condition throughout; £1,395; 3 months' guarantee; choice of 100 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272; open 9-6 each week-day including Saturday. [5875

1940 (March) Sunbeam-Talbot 4-litre, 5-str. saloon, black, beige leather upholstery, recent overhaul includes reconditioned engine, brakes, new battery, 5 new tyres, etc., bills available; handsome and distinctive car with a plus performance; taxed to December; A.A. or R.A.C. inspection invited; unrepeatable offer; £665; terms, exchanges.—Makin & Harrison (Motors), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [5704

Sunbeam-Talbot Cars Wanted

R
ROOTES.
DISTRIBUTORS.
REQUIRE modern low-mileage Sunbeam-Talbot cars.
BIRMINGHAM.—Lower Temple St (Central 8411.)
MANCHESTER.—129, Deansgate (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333)
CANTERBURY.—(Canterbury 3232)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel Grosvenor 3401. [0111

R
ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [5999

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

SUNBEAM-TALBOT post-war 10hp tourer, good condition, about £620.—Bowker, 58, Copthorne Drive, Shrewsbury. Tel. 3026. [4924

URGENTLY required, low mileage 1949-50 Sunbeam-Talbot 90 saloon.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0463

Sunbeam-Talbot Cars Wanted

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

TALBOT

1938 Talbot 10 drophead foursome coupe, colour metallic grey, leather upholstery to match, excellent condition; 399gns.

RAYMOND WAY OF KILBURN, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [5613

1938 Talbot 10, good condition; £395.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221, Mai. 1627. [9272

£125.—Talbot 95 4-door sports saloon de luxe, fine order throughout, genuine 21 mpg, dark green with dark green hide interior, doctor's car. —Tel. Bourne End 581. [5722

295gns.—Talbot 75, August, 1937, 18hp de luxe 4-door saloon, black, sliding head, fawn leather, synchromesh, good condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [5942

Talbot Cars Wanted

CASH immediately for good Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5884

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

TERRAPLANE

16.9hp Terraplane, 1936-37, cost of advertisement precludes extolling car's virtues; nearest £230.—Livingstone 1090. [5483

TERRAPLANE 22hp saloon, black with red upholstery, Aug. 1936, excellent condition throughout, £400 has been spent on complete overhaul; £350 cash, no offers.—K.P.R., 10, Windmill Rd., W.4. Chis. 3611. [5228

TRIUMPH

CAR MART, Ltd.

1948 Triumph 1800 saloon, 18,000 miles; £1,195.

1949 Triumph 2000 saloon, 21,000 miles; £1,275.

1949 Triumph 2000 roadster, 7,000 miles; £1,250. —Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5669

NEWNHAMS, Ltd.

1948 Triumph 1800 saloon, grey with blue, one owner.

1938 (Oct.) 14-60hp Triumph Dolomite saloon, black with brown, one owner.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5329

DICKS CAR SALES offer:—

1949 Triumph 2000 coupe, definitely unmarked, numerous extras; £995.

1948 Triumph 1800 saloon, definitely as new; £950.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2030

TOM GARNER, Ltd., offer:—

1950 Triumph 2-litre Renown saloon, steel grey, 8,000 miles

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [5211

PHILIP RICKARDS, Ltd., offer:—

1949 Triumph 2000 model Roadster, green, perfect condition.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [5301

CHARLES FOLLETT, Ltd., offer:—

1949 Triumph razor edge saloon, black, beige leather, 1 owner, 19,000 miles, superb order, guaranteed; £1,325.

1947 Triumph razor edge saloon, black, maroon leather, 1 owner, 21,000 miles, radio, exceptional condition; £1,075.

18, Berkeley St., W.1. May 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [5804

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2000 R.E. saloon, gunmetal grey, grey leather, 10,000 miles.

1949 Triumph 2000 Roadster, champagne, red leather, 11,000 miles.

1950 Triumph Renown saloon, maroon, red leather, heater, 16,000 miles.

1950 Triumph Renown saloon, black, brown leather, 9,000 miles.—Warwick Wright, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6010

MANN EGERTON & Co., Ltd., offer:—

1950 Triumph Renown saloon, black with beige leather upholstery, mileage 7,000, in immaculate condition throughout.

14, Berkeley St., London, W.1. Regent 2073. [5412

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown, grey, 10,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, black, exceptional condition.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, grey, 2,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, grey, 7,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 saloon, grey, nominal mileage.—Gordon House, 373 Euston Rd., N.W.1. Euston 6611. [5576

1949 Triumph 2000 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [5294

GOLDERS GREEN.—H. A. Saunders Ltd., 1947 Triumph 1800 saloon, black, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Triumph 1800 saloon, grey, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m. to 9 p.m. [5452

1949 Triumph 2000 saloon, black, speedometer 15,000; car in excellent condition throughout.

1938 Triumph Dolomite saloon, black, in very good condition throughout; £450.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5923

C. A. PETO, Ltd.—1950 Triumph Renown saloon, grey; £1,575.—42, North Audley St., W.1. Mayfair 3051. [5534

1949 (June) Triumph 2000 Roadster, black, red upholstery, one owner, specimen car, 15,000 miles; £1,175.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362 [5545

TRIUMPH

1938 Triumph Dolomite saloon, radio, recently rebored, resprayed; £465.—Taylor, 25, Easton St., High Wycombe 243. [5150

1949 Triumph Roadster, grey, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5515

1950 Triumph Renown saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [5514

1947-8 Triumph 1800 saloon, grey with grey leather, low mileage, fitted interior heater, carefully maintained in beautiful condition; £995.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [1843

1937 Triumph 14hp sports saloon, engine reconditioned, 6,000 miles; £335.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [3809

1950 Triumph 2-litre Renown saloon, black, beige leather, heater, 5,000 miles, spare unused, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [5382

ROSE & YOUNG, Ltd., offer: 1949 Triumph (2000 model) Roadster coupe, very low mileage, immaculate condition, gunmetal grey with red leather; £1,065; one other 2000 model £995.—Below.

1948 Triumph (1800 model) Roadster coupe, small mileage, unmarked, radio fitted, black; £875.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [5677

1939 Triumph Dolomite streamlined d.h. Roadster, most attractive car in excellent mechanical condition, one owner, bargain; £525.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5914

1947 Triumph Roadster, grey, nearly new hood and tyres, heater, demister, H.M.V. radio, rebored, new pistons; £850 or near offer; view Walton-on-Thames.—R. K. Cross, Amey's Aggregates, Ltd., Lower Wootton, Boar's Hill, Oxford. [5461

1948 (Sept.) Triumph Roadster 1800, in gunmetal with blue upholstery, this car is unmarked, almost indistinguishable from new, small mileage, 5 new tyres, 2 owners, radio, heater; £1,075 or near offer.—20, Broughton Close, Bournemouth, Winton 2488. [5274

895gns.—Triumph 1800, Sept., 1947, Roadster coupe, gunmetal, blue leather, Windtone horns, one careful owner, 15,000 miles, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube), Hampstead 6041. [5943

1939 model Triumph Dolomite 14 Roadster coupe, engine completely reconditioned, twin carburettors, knock-on wheels and fitted discs, new tyres, twin Windtones, rechromed and dark red cellulose, mohair hood, in excellent condition, fast and reliable, owner going abroad; nearest £595; no dealers, seen London.—Box 1450. [5841

Triumph Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

CASH immediately for good Triumph.—H. F. Edwards, 28, Upper High St., Epsom 9400. [5885

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ALMOST new Triumph required; cash payment.—Morley, 34, Streatham Hill, S.W.2. Tulse Hill 4488. [0853

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0182

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5500

CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

TRIUMPH Renown or other saloon urgently wanted, good price.—The Bucks Motor Co., Ltd. Tel. Aylesbury 164. [5177

1946-50 Triumph Roadster or saloon wtd.—82, Framingham Rd., Sale, Cheshire. Tel. Evenings Sale 3808. [3359

C. A. PETO, Ltd., 42, North Audley St., W.1, Triumph agents, will purchase Triumph cars in first-class condition.—Mayfair 3051. [5759

BEFORE finally deciding consult Lamb's, Ltd., of Woodford, Essex. Wanstead 0123 (8 lines). London Buying Office, Slough House, Berkeley St., Mayfair 7654, ext. 111. [5214

Triumph Spares and Service

S&T
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

NEWNHAMS, Ltd.

TRIUMPH specialists, service and spares for all models, including Dolomite type radiator grilles.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

STANDARD and Triumph spares and service replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0356

UTILITY CARS

ELITE MOTORS offer:—

1949 (Sept.) Austin A40 utilecon, cellulosed in black and grey, very attractive, fitted with heater, speedo reading 12,000 miles; £865.

1947 Austin 10 Utilecon, in exceptionally good mechanical condition, excellent tyres, moderate mileage; £495.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (four lines). [5684

H. A. SAUNDERS, Ltd., Radlett, Herts.

1948 Hillman Minx estate car, low mileage; £810. —Radlett 6167. [5627

1947 Jowett Bradford Utility.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [5298

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

JACK STONE & SON offer:—

1949 Austin Countryman, £925; 1948 Ford 10 6-seater, £495; 1939 Ford 22 7-seater, £350; 1947 Hillman 10 estate car, £695; terms and exchanges gladly arranged.
JACK STONE & SON, 221, Upper Richmond Rd., Putney. Tel. day and night Putney 1054/5 and 2276/7. [5018

STUDEBAKER Utility, excellent condition, taxed end June; £195.—596a, Kingston Rd., S.W.20. Liberty 2959. [5155

BRADFORD utility (Oct. '49), four seats, complete floor felt covered; £500.—Elm House, 2, Somertrees Avenue, S.E.12. [5625

1936 Packard utility, practically new condition; bargain £325.—A.S. Motors, Palmerston Rd., N.W.6. Mal. 4723. [1352

MORRIS 10 utility 1949 (Sept.) special grained wood full body, fitted 3 doors 10,000 miles only; £650.—Davy, Western 1225. [5918

1950 Vanguard estate car, 8,000 miles, as new; £1,050.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1262. [4977

1947 (registered November, 1946) Hillman estate car, carefully used; £715.—Pantiles Service Garage, London Rd. Guildford 5326. [3571

MORRIS 10-cwt. personnel utility, unregistered, excellent condition; £975.—Jacquier Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5969

650 gns.—Dodge 1947 (£10 tax), specially imported 4-door 8-seater station wagon, natural hardwood body, glass all round, removable rear seats, drop tailboard, right-hand drive, carefully used, exceptional condition; terms; exchanges.—Rowland Smith, below.

265 gns.—Ford V.8, 1937 (registered 1938) 30hp 8-seater utility, grained timber body, glass all round, removable rear seats, very good condition; terms; exchanges.—Rowland Smith, below.

995 gns.—Jeep utility (Willys), registered July, 1946, fitted 4-door 6-seater timber body, glass all round, drop tailboard; removable rear bench seat, spare wheel, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5924

1948 model Alvis 4-door estate car which is in practically new condition, colour maroon with beautiful natural wood body, maroon upholstery, very carefully used; £995; terms and exchanges.—Seldon Road Garage, 54, Selsdon Rd., S. Croydon. Cro. 5470. [5787

Utility Cars Wanted

POST-WAR utility wanted, 10-15hp.—G. S. Hall, 302, King St., W.6. Riverside 2661. [4517

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

ALL types utilities wanted for cash.—Read Bros. Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [0324

JACK STONE & SON will purchase immediately 10-30hp utility shooting brakes or vans.—221, Upper Richmond Rd., Putney. Tel. day and night Putney 1054-5 2276-7. [5557

AUSTIN A70 Countryman estate car wanted, good condition; or modern Hillman or Standard.—Full details to Box J, W. H. Smith & Son, Ltd., Exchange Station, Bradford. [5259

VAUXHALL 10

1939 Vauxhall 10 saloon, exceptional cond; £445.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [5638

1947 Vauxhall 10 4-door saloon, open to any examination or trial, interior spotless; accept £775.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [5810

VAUXHALL 12

DICKS CAR SALES offer:—

1936 Vauxhall 12 Maltby sports 4-seater, very fine condition, excellent appearance; £295.
DICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn, Maida Vale 6888-9. [4970

1948 Vauxhall 12hp saloon, one owner, recommended condition; £825.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Cla. 2254. [5824

1946 Vauxhall 12, needs respray, etc., gift; £500.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [5915

1946 Vauxhall 12 4-door de luxe sun saloon, colour black and brown upholstery, genuine low mileage, 1 owner; £695gns.
RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [5614

VAUXHALL 12hp, November, 1946, 51,000 miles, owner-driver, excellent condition, inspection by appointment; will accept £675.—Box 1444. [5694

1939 Vauxhall 12hp saloon, black, brown upholstery, very good condition; £415.—Wareing, Railway Tavern, Hamworthy, Dorset. Tel. Poole 1549. [5280

1934 Vauxhall 12 d.h. coupe, wonderful order; £225.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [5654

GATEHOUSE offer 1938 Vauxhall 12, one owner, immaculate condition; £375.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [5542

GOLDERS Green, H. A. Saunders, Ltd.—1946 Vauxhall 12 saloon, blue, guaranteed.—144, Golders Green Rd. Spe. 0011; open 9 a.m.-9 p.m.

1946 Vauxhall 12hp, black with brown leather upholstery, mechanically very good, an above average condition motor car, 3 months' guarantee.
LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), Ld. 520, King St., Hammersmith, W.6. Tel. Riverside 4111; and 186, East Barnet Rd., New Barnet. Barnet 6044 and 2553. [4488

1948 Vauxhall 12 4-door saloon, exceptionally clean inside and out; accept £825.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [4458

SPECIAL pre-Budget Whitsun offer.—1948 Vauxhall 12 saloon, radio, black brown, a good, dependable and very clean car; £765.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5732

VAUXHALL 14

COACHCRAFT offer:—

1936 Vauxhall 14 saloon de luxe, attractive vehicle in surprisingly good condition throughout for year, good tyres, no rust or perforation, clean interior with leather upholstery; £225; A.A. or R.A.C. examination if desired; terms to suit and exchanges.
COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [5560

DICKS CAR SALES offer:—

1939 Vauxhall 14hp saloon, fitted new engine, superior car; £495, choice of two.—Below.
DICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn, Maida Vale 6888-9. [2816

1937 Vauxhall 14 touring saloon, black, very good order throughout; £325.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Cla. 2254. [5825

1938 Vauxhall 14 4-door de luxe sun saloon, colour black, brown leather upholstery, genuine bargain; 329gns.
RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [5616

1947 Vauxhall 14 saloon, exceptional condition; £850.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [5974

1947 Vauxhall 14, black and brown, in very nice condition; £800.—Gordon Wooderson, 468, Drewstead Rd., S.W.16. Streatham 8638. [1775

£375 —1938 Vauxhall 14 touring saloon, finished in black, bargain.—Grove Garage & Motors, 522, Fore St., Edmonton, N.9. Tot. 4162. [4457

£385 —1938 Vauxhall 14 de luxe saloon, blue/black, beautiful condition, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [5072

SPECIAL pre-Budget Whitsun offer.—1939 Vauxhall 14 de luxe saloon, radio and heater, good chassis and clean; £490.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5755

1938 Vauxhall 14hp de luxe saloon, black, red leather; just had £60 overhaul; £345; terms; exchanges.—Tel. Amherst 2000. Turner, 99/117, Clarence Rd., London, E.5. [5914

£295 gns.—Vauxhall 14, 1934, 4-door saloon, black, green wheels, leather upholstery, radio, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5948

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1949 Vauxhall Wyvern saloon, radio, heater, 11,000 miles; £1,095.

1950 Vauxhall Velox saloon, radio, heater, 6,000 miles; £1,225.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5670

H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Wyvern saloon, black with brown leather upholstery, 8,000 miles; £1,145.

836 —842, High Rd., N.12. Hillside 0024. [5370

H. A. SAUNDERS, Ltd., offer:—

1949 Vauxhall Velox saloon, black with brown leather upholstery, heater, etc., 8,000 miles; £1,065.

836 —842, High Rd., N.12. Hillside 0024. [5371

1949 Vauxhall Velox, excellent condition; £1,050.—Tel. St Albans 1590. [6054

1950 Vauxhall Velox, 12,000 miles, black/red, fitted radio, heater; best offer.—Meggitt, 1, Havelock St., Bedford. [5259

WYVERN, black (March, 1950), brown leather, 15,000, heater, immaculate condition; £1,065.—15, Pines Ave., Worthing. Tel. 3458. [5462

AVAILABLE to the trade, low mileage Vauxhall Wyvern.—Gerry Browne Motors, 24, Leinster Mews, London, W.2. Paddington 5232. [0968

1949 (July) Velox, alpine green, 14,000 miles, excellent condition, 1 owner, guaranteed over 25mpg; £1,050 or near offer.—Box 1440. [5844

GOLDERS Green, H. A. Saunders, Ltd.—1949 Vauxhall Velox saloon, green, 9,000 miles, guaranteed.—144, Golders Green Rd. Spe. 0011; open 9 a.m.-9 p.m. [5448

1950 model Vauxhall Wyvern, black, brown leather, 6,000 miles; £1,075.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5580

1950 (April) Velox saloon, black, leather, heater, radio, covers, 10,000 miles, looks 5,000.—Leslie Matthews & Co. (Est. 1922), 97, Bristol St., Birmingham, 5. (Midland 2297.) [5708

1950 (Jan.) Vauxhall Wyvern saloon, black with brown leather, 7,000 miles; £1,125.—Gibson's Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5492

VAUXHALL 25

£395.—1939 Vauxhall 25 de luxe saloon, excellent mechanically and bodywork, clean interior, only wants seeing and driving; 3 months guarantee, hire purchase, exchanges.
LAMBE OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [4745

LIMOUSINE 1938 25hp, partitioned, widest occasionals, leather upholstery, black, nice order, ready service. £835.
ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [5358

VAUXHALL 27

1934 Vauxhall 27hp limousine with face forward occasionals; whole car in most immaculate condition; £375.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6014

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
4—6, Berkeley Sq. W.1. Grosvenor 4328 [0017

VAUXHALL MISCELLANEOUS

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Vauxhall Wyvern, blue/brown leather, fitted radio and heater, immaculate, one owner; choice of 3.

1949 Vauxhall Velox, 6,000 miles, black/brown leather, heater, spotlight, etc., immaculate throughout.

1947 Vauxhall 12hp, black, reconditioned engine, body condition good, choice of two.

1940 Vauxhall 10, black blue leather upholstery, in very clean condition, mechanically sound.
ALWAYS a good selection of used Vauxhalls in stock.
H.M.L. will purchase for cash all Vauxhall cars, including latest models. [5251

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [1005

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0781

Vauxhall Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 5434. [0975

SSW SHAW & KILBURN, Ltd., Vauxhall main dealers WILL purchase modern Vauxhall cars.
4—6 Berkeley Sq., W.1. Grosvenor 4328. [0018

RAL ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994
ALL models Vauxhall urgently required.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [5020

WM wish to purchase post-war Vauxhall Wyvern or Velox.

BROWN & MALLALIEU, Ltd., General St., Blackpool. Tel. 22522. [5402

IREQUIRE post-war Vauxhall urgently.—Fortune, 17 Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0572

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [5499

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2780. [0612

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards. Wembley 5903. [0674

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Colly's Garage Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0065. [0477

WANTED, 1949-50 Vauxhall Wyvern/Velox, covenant free, low mileage.—Price and details to Mein, 21 Elms Farm Rd., Elm Park, Romford; and Dench, "Southside," Woodlands Avenue, Hornchurch. [4897

URGENTLY required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0699

BROADWAY MOTOR Co. (main dealers) will purchase Vauxhall and other makes in really good condition, special arrangements for buying or selling on commission basis.—3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

C.A.C.
CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies exchange, at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged at 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—
BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.
GEAR BOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.
BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. 'Grams Autospare, Wimble, London. [0633

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass. Egham 131. [0196

FOR Vauxhall mudguards, running boards, 1935-9.—L. Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0581

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/149, Widmore Rd., Bromley, Kent. Rav. 5456-7-8-9. [0593

VETERAN CARS

WELHAM, Veteran Car Specialist, Surbiton Hill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914.

1902 Arrol-Johnston 6-seater dos tart, restored and in original condition.—Offers to Welham, above.

VINTAGE CARS

1923 Humber 16 tourer, rear half body missing, rebuild-worthy runner.—Write Fear, Lilbourne, Rugby. [5809

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. 2561.—Sole distributors for Great Britain. Sales, service and spares. [0975

1948 Volkswagen saloon, right hand drive, splendid order; £425.—Capt. Hensley, Worksop, Notts. Tel. 2474. [5815

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

Volkswagen Cars Wanted

VOLKSWAGEN wanted by private purchaser.—Particulars to Sunningdale, Woodlands, Malpas, Newport, Mon. [5174

Volkswagen Spares and Service

NEW engines and other spares.—55, Netherwood St., N.W.6. Mal. 1331. [0899

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1948 Wolseley 18hp saloon, black, brown upholstery, 16,000 miles, one owner.

ALSO other post-war Wolseley models available.

LOW mileage Wolseleys are scarce; should your model not be in stock put your name on our used cars register for early notification.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [1772

CAR MART, Ltd.

1949 Wolseley 4/50 saloon, 11,000 miles; £1,225.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [5671

BROWN'S for Wolseleys.

1939 Wolseley 14 saloon de luxe; £595.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [3536

DICKS CAR SALES offer:—

1940 Wolseley 18 saloon, carefully used; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [3803

WARWICK WRIGHT, Ltd., offer:—

1950 Wolseley 4/50 saloon, grey, brown leather, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6009

1939 Wolseley 18hp saloon, black, in first-class condition throughout; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5014

1937 Wolseley 25hp 7-seater limousine, in sound mechanical order throughout; £485.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [2637

WOLSELEY 12, 1940, literally as new, demister, etc.; £585.—Allen, 15, Orchard Close, Ruislip. [5805

1936 Wolseley 14 saloon, black, very good condition throughout; exceptional bargain; £250.

1937 Wolseley 16 saloon, black, good order, bargain; £275.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [4758

GORDON CARS (LONDON), Ltd.—1950 Wolseley 4/50 saloon, black, nominal mileage, outstanding.—Below.

GORDON CARS (LONDON), Ltd.—1949 Wolseley 4/50 saloon, black, 9,000 miles, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [5577

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0065

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to purchase all models Wolseley from 1937 onwards. Wembley 5903.

1946 Wolseley 12hp saloon, black/brown leather, excellent order throughout; £780.—Hatkins, Ladbroke 1155. [5375

1950 Wolseley 6/80 grey saloon, executors' sale, 2,500 miles only, showroom condition; offers over £1,500; no dealers.—Mrs. Lever. Tel. South (Birmingham) 0928. [5858

1950 series Wolseley 4-50 saloon, radio and heater.—Autowork, Ltd., Winchester. Tel. Winchester 4834/5406. [5291

GATEHOUSE offer 1938 Wolseley 18, immaculate condition; £425.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [5341

1939 Wolseley 21hp saloon, black/green, 1 owner, chauffeur driven, 22,000 miles, immaculate condition, taxed year; £900.—Box 1428. [5283

1937 Wolseley 14 de luxe saloon, 48,000 genuine, two owners, immaculate throughout; £450; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [3801

1938 Wolseley 14hp, black, body sound and clean, reconditioned, mechanically absolutely perfect, clean interior, choice of 2 cars, 3 months' guarantee.

LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. (Tel. Riverside 4111); and 186, East Barnet Rd., New Barnet (Barnet 0344 and 2353). [4486

1938 Wolseley 14, exceptionally well maintained; £520.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [5639

1939 Wolseley 14 saloon, black with brown leather, low mileage, completely overhauled, including recond. engine, all in exceptional condition; £550.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7, North 4441. [1845

£185.—1933 Wolseley Hornet EW special, new hood and side screens, all good tyres.—Monnulate Motors, 594, London Rd., Thornton Heath. 5061. [2371

1938 Wolseley 14 saloon, black, perfect condition, engine and chassis 100% condition; £415.—M. B. Motors, 356, New Cross Rd., London, S.E.4. Tideway 3779. [4387

WOLSELEY saloon, 1946 (October) 18hp for sale, excellent inside and out, 34,000 recorded miles, 22-25mpg; first £800 secures.—Tyman, 45, East St., East Stanley, Co. Durham. Stanley 277. [5826

1946 Wolseley 14hp de luxe saloon, new engine, roomy and attractive family car; £725; no traders, h.p. terms if required.—Broadway Motor Co., 5-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494.

LATE 1937 Wolseley 25, mechanically sound, grey leather, black cellulose, good tyres all round, new axle; £285.—Ambassador (061-2, Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington station.) [2362

WOLSELEY

C. A. PETO, Ltd.—1938 Wolseley 25 drop head coupe, blue with beige leather upholstery, one owner since new, and exceptionally well-maintained car, immaculate condition throughout.—42, North Audley St., W.1. Mayfair 3051. [5556

1938 series Wolseley 18hp de luxe saloon, black, brown leather upholstery, fitted with wireless and in good original condition; £475.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [2251

FOR Sale by private owner, Wolseley black and green saloon, 1937, 25hp, first registered June 1937, first-class mechanical condition, chauffeur driven and maintained by works to highest standard, inspection London.—Offer to Box 1593. [5165

1939 Wolseley 18-85 de luxe saloon, series 3, finished blue with blue leather interior, condition and appearance comparable with 1949 car, moderate mileage; £695.—Robbins, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [5698

245 ens.—Wolseley Super Six, June 1936, 21hp de luxe 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [5951

£695.—Wolseley 25hp saloon de luxe, registered 1948, a very unique car being actually a 1939 model which it is understood was completely rebuilt by the makers and now comes under the £10 tax class; this particular Wolseley is one of the very finest we have ever handled, coachwork and interior are in beautiful condition whilst the mechanical order is no less outstanding, offered with a comprehensive written guarantee by:—

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue; nearly 400 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery to any part of the United Kingdom; purchasers' fares refunded from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [5602

7-passenger 1939 partitioned 21hp Limousine, leather throughout, exceptional carriage, bargain.

L IMOUSINE also Landaulette 1935/21hp, partition, widest occasionals, leather upholstery, delightful condition, reasonable cost.

A LPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair-2947. [5359

Wolseley 4/50 Cars Wanted

C M T

THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

Wolseley 6/80 Cars Wanted

C M T

THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3454.

Wolseley Cars Wanted

R S

ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

E

EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [5963

A LMOST new Wolseley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0657

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0806

7-Seater Limousines 25hp-Series Three. Details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2947. [5272

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool, 1. Tel. Royal 6622. [7757

APPROACH us first before disposing of your Wolseley car.—Tankard & Smith, Ltd., 194-196, Kings Rd., S.W.3. Flaxman 4801-3. [5272

1939 Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [0516

Wolseley Spares and Service

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3240. [0707

FOR Wolseley mudguard, running boards, 1935-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0386

FOR Wolseley service consult the Wolseley specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0966.) [0475

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned unit service and repairs for all Wolseley 1937-1951 models. [0516

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277

BROCKHURST GARAGE.—Harrow agents for Wolseley sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0904

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists!

200 cars under £400, drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities, no enquiries; every car plainly marked with price and year; top price in part exchange for good vans and motor cycles.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yds Kilburn Park Station, Bakerloo Line). Maida Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

MISCELLANEOUS CARS

JOHNSTONS SERVICE GARAGE offer the following genuine bargains:—

1948 Ford 10 Prefect; £685.

1946 Austin 10 saloon; £600.

1935 Austin 12hp saloon; £165.

1939 Morris 8 2-door saloon; £345.

1937 Wolseley 14hp saloon; £265.

1948 Ford 10-cwt van; £425.

JOHNSTONS SERVICE GARAGE, 1a, Mildmay Ave., N.1. Tel. Canonbury 6666. [5705

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 28 years.

AUCTION sales of motor vehicles and accessories are conducted on the first Friday of every month by T. Bannister & Co., Market Place, Haywards Heath.

DETAILED advertisement will appear in this paper prior to sale. Entry forms and full particulars of the auctioneers. (Tel. 607.) [0299

LARGEST stock of superior small h.p. cars in the Midlands at prices from £95-£450.—Midland Motor Co., Traffic St., (Island) Derby. (1 minute bus station.) Tel. 2349. Open week-ends. [1340

Miscellaneous Cars Wanted

R S

ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days. Saturdays. Hampstead 6041 (10 lines). [0656

MEBES & MEBES, Ltd. (Est. 1883), require:—

TO purchase for cash several post- and pre-war model Austins, Morris, Standard, Triumph, Wolseley and other makes of cars irrespective of horsepower and type of coachwork, if in good condition, fullest particulars and figure required would be appreciated.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [5523

BROADWAY MOTOR Co. want really good, low hp. pre-war or post-war cars; spot cash or sell on commission.—3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0623

COWLEY MOTORS require all models of cars for immediate cash; write, telephone or call.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [5317

RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0673

A CASH offer on the spot for cars, motor cycles, lorries, any make or model; exchanges; h.p. a/cs settled.—Write, phone or call, Pride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251, ext. 130. [0734

SMALL car, 2-seater or coupe, 1949 or later, low mileage, required by advertiser returning from abroad last week May; state make, model, year, condition, mileage and price for spot cash.—Box 1262. [4345

ALL types of used cars urgently wanted; immediate cash settlement; H.P. accounts settled; selling on commission considered.—Call, write or 'phone, Traynor Motors, Ltd., 153-5, High St. South, E.6. Tel. Grangewood 2550, and 5834. [4679

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. [0587

MOTOR HEARSES

A & S offer Britain's highest quality Hearses, Certified Mechanically, Inspection Invited.—Below.

AUSTIN Sheerline, Humber Phase-II equipped 1951 streamlined Bearer also Deck Coachwork (lavishly equipped).

SILVER Wraith unregistered Deck Hearse (1951 Deluxe Coachwork) exclusive equipment, immediate delivery.

DAIMLER Straight-8/32h.p. 1937 6-bearer 1951 streamlined Deluxe Coachwork, lavishly equipped, magnificent outfit.—Seen Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [5356

ARTHUR MULLINER, Ltd., invite enquiries for the de luxe hearse bodies they are building on the new Humber Pullman and Austin Sheerline limousine chassis, deck bearer or pedestal type supplied.

BRIDGE St., Northampton. Tel. 907. [7627

AMBULANCES

AMBULANCES, new and used, civilian models; large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1897

MOTOR CYCLES FOR SALE

RAYMOND WAY.

A 100 new motor cycle all makes in stock for immediate delivery, also a selection of second-hand solos and combinations, cars taken in exchange.—Raymond Way the hire-purchase specialists, Kilburn Bridge, N.W.6. Maida Vale 6044 (10 lines). [0630

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase; Everything for the Motor Cyclist.—364-368, High Rd., Leyton, E.10 [0341

TAXICABS

1933 Austin 12/4 taxicab; £90.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6006

Taxis Wanted

EX-LONDON taxi wanted, Austin preferred, state price.—W. Green, Morriston Hostel, Swansea. [5474

MOBILE CANTEENS, KITCHENS, ETC.

MOBILE shops, kiosks, offices, canteens, fish and chips, ice cream and snack bars, vehicles and trailers, delivery from stock; hire purchase; lists and illustrations on application.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [1904

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

LAMBS for vans.

1940 Ford 10cwt ice-cream van; £315.

FORD 30hp canteen, good mechanically, partially equipped; £125.

1940 Ford 25cwt van, reconditioned engine, sound condition; £155.

MORRIS 10cwt van, excellent; £235.

MORRIS 8 5cwt van; £225.

AUSTIN ambulance, 1934, easily converted canteen or personnel carrier, good running condition; £55; 3 months' guarantee, hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5966

DICKS CAR SALES offer:—

1949 (reg.) Standard 14hp gown van, roomy, excellent body; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [8491

JACK STONE & SON offer:—

1950 Austin 10-cwt delivery van, 4,000 miles, as new, £765; 1949 Vanguard van, 11,000 miles, £775; 1946 Ford 10-cwt van, £425; 1939 Morris 5-cwt van, £235; 1938 Ford 5-cwt van, £225; 1937 Ford 5-cwt van, £165; 1937 Morris 5-cwt van, £165; terms and exchanges gladly arranged.

JACK STONE & SON, 221, Upper Richmond Rd., Putney. Tel. day and night Putney 1054-5 and 2276-7. [6019

PALMERS MOTORS, Ltd., offer:—

1947 Austin 10cwt van, £375; choice of three, above guaranteed; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890 or 7087. [5633

READ BROS. MOTOR Co. (LONDON), Ltd.

VANS, utilities, trucks, 8hp to 30cwt, £80 to £800, huge selection; terms, exchanges, insurance.—56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [4698

1948 Austin 30cwt l.w.b. truck, twin rears, faultless.

1949 Austin 3-way, low mileage, cellulose blue, unwritten, offered considerably below list price.

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1950 (May) Fordson 5cwt van, one owner, 5,000 miles; £465.

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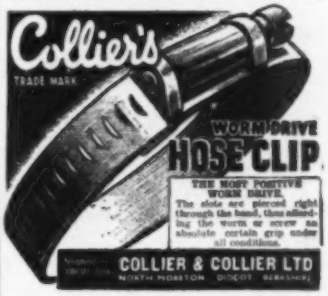

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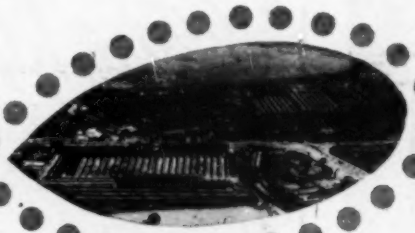

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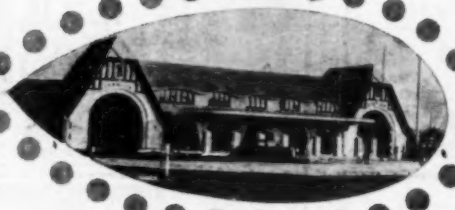

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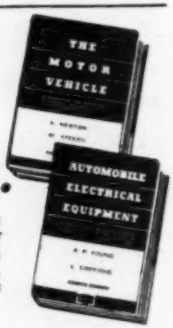

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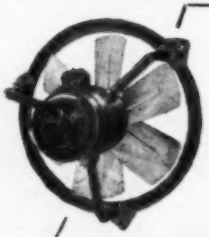

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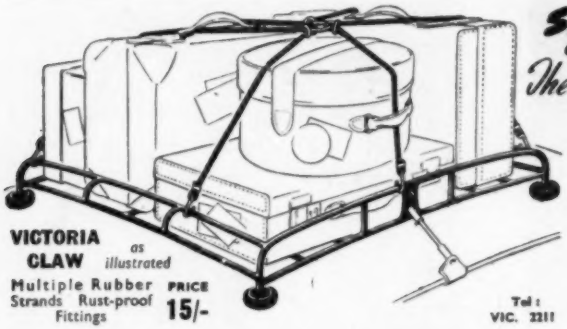

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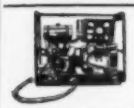

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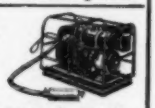

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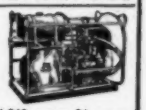

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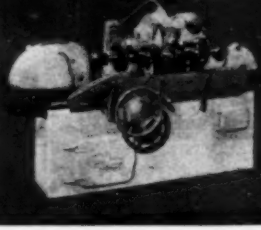

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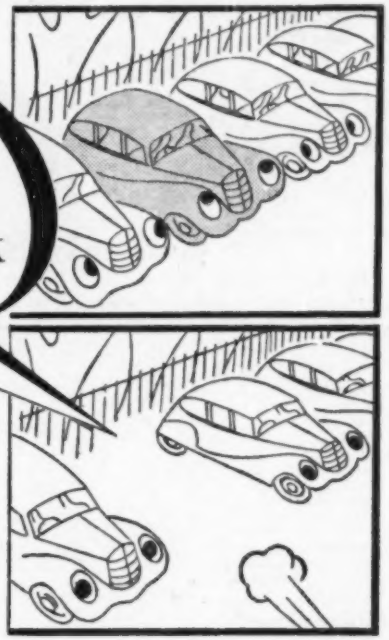

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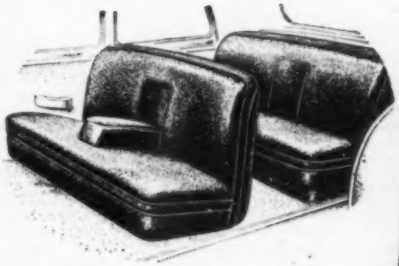

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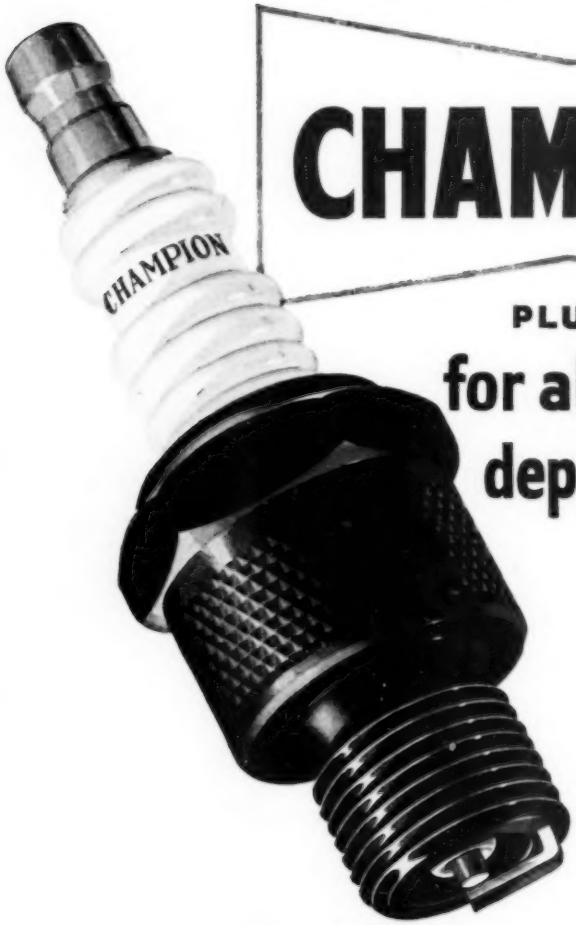

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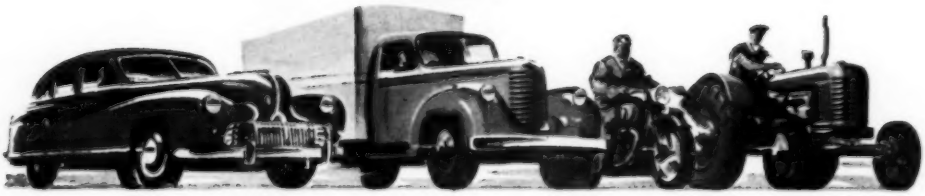

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